

The Hongkong Telegraph

WEATHER FORECAST
OVERCAST
Barometer 29.87

(ESTABLISHED 1881.)

Copyright, 1915 by the Proprietor.

November 6 1915, Temperature 6 a.m. 76 2 p.m. 79
Humidity 84 79

November 6 1914, Temperature 6 a.m. 69 2 p.m. 74
Humidity 84 71

3065 日九廿月九年卯乙

SATURDAY, NOVEMBER 6, 1915.

六拜禮 號六月一十英港香 SINGLE COPY 10 CENTS.
\$36 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS.

PEACE DISCUSSIONS AT AMSTERDAM CONFIRMED.

SERBIANS TERRIFIC RESISTANCE, ESPECIALLY AGAINST VON MACKENSEN.

German Chancellor Declines Socialists' Demand For Speedy Convocation of Reichstag.

GERMAN AEROPLANES ATTEMPT TO SINK A CORK STEAMER

[Reuter's Service to 'The Telegraph']

HIS MAJESTY'S APPEAL.

CANADA'S RESPONSE.

November 5, 3.50 p.m.
H.R.H. The Duke of Connaught has telegraphed Mr. Bonar Law that the Orders-in-Council have been passed authorising the mobilisation of a quarter of a million Canadians, including those under arms, but the increase of a hundred thousand on the number hitherto authorised, is intended by the Canadian Government as a reply to His Majesty's stirring message to the Empire.
Mr. Bonar Law has replied expressing his warm appreciation of Canada's patriotic response to His Majesty's appeal, in providing the most welcome material, the re-inforcement of the Canadian contingent which has been fighting so gallantly in the common cause.

THE BALKAN SITUATION.

SERBIA'S TERRIFIC RESISTANCE.

November 5, 2.00 p.m.
The Daily Chronicle's correspondent with the Serbian armies confirms their terrific resistance, especially against General von Mackensen, whose progress is gained solely by an overwhelming artillery superiority. General von Mackensen's army numbers 150,000 and is provided with artillery sufficient for an army of a million. The progress of this army has been made at a terrible cost, altogether disproportionate to the result.

MR. ASQUITH'S SPEECH.

AUSTRALIA REVIEWS IT FAVOURABLY.

November 5, 2.00 p.m.
Australia reviews Mr. Asquith's speech favourably, as manly and dignified, especially the references to Gallipoli.
The Melbourne Argus says that the soldiers' letters from the front do not show any trace of bitterness or discouragement, and that we should continue freely to give our aid.

SIR F. E. SMITH.

PAYS A GREAT TRIBUTE TO MR. ASQUITH.

November 5, 2.00 p.m.
Sir F. E. Smith, the new Attorney General, speaking in London, paid a great tribute to Mr. Asquith. He said: "Whether you agree or disagree with him you must at least admit that he has grown grey in the public service. He has three brilliant sons in the trenches, two of whom have been wounded. He is bearing the burden of responsibility, the like of which has never fallen on the shoulders of any English Statesman in the whole of the country's history. (Cheers.)"

TO-DAY'S LATEST WAR TELEGRAMS.

GERMAN AEROPLANES ATTEMPT TO BOMB A SHIP.

FAILED BECAUSE THEY LACKED THE NERVE TO FLY LOWER.

November 5, 1.00 p.m.
Three German aeroplanes of which one was a large battleplane, determinedly attacked the Cork Steamship Company's steamer Avocat, while bound for Liverpool. The battleplane dropped thirty-six bombs all missing, some narrowly, she then took up a position off the port beam and opened fire from a machine gun striking various parts of the ship. Subsequently an airman at an altitude of nine hundred feet dropped more bombs, only the Captain's clever zig-zagging saving the ship. Meanwhile smaller aeroplanes crossed and re-crossed the ship constantly dropping bombs. All seemed very keen to sink the ship and only failed because they lacked the nerve to fly lower. When they saw that the ship was not hurt they started to fire rifles, the shots spluttering on deck. None of the crew were injured and the look-out man reported a floating mine right ahead while the bombs were bursting near by.

ANOTHER ZEPPELIN EXPLODES.

ON THE WESTERN FRONT.

November 5, 1.55 p.m.
According to Reuter's correspondent at Paris *La Journal Debats* at Brussels says, that despite German efforts to conceal, it has leaked out that a Zeppelin exploded and fell at Poix St. Hubert, between Namur and Arlon, on October 13 and was destroyed. Part of the crew was saved.

PEACE DISCUSSIONS AT AMSTERDAM.

GERMAN SOCIALIST PARTICIPATES.

November 5, 1.55 p.m.
Reuter's correspondent at the Hague says that it has been confirmed that there have been peace discussions at Amsterdam, a German Socialist, a member of the Reichstag, participating.

LORD MAYOR'S APPEAL.

SIXPENCES TO FEED DESTITUTE BELGIANS.

November 5, 1.55 p.m.
The Lord Mayor of London appeals to the people of the Empire for three million sixpences to feed the destitute Belgians on King Albert's fête day.

THE GERMAN SOCIALISTS' DEMAND.

REFUSED.

November 5, 1.55 p.m.
According to Reuter's correspondent at Amsterdam the German Chancellor has declined to the Socialists' demand for a speedy convocation of the Reichstag to discuss the siege and food questions.

SIR IAN HAMILTON'S DESPATCH.

LIST OF SPECIAL MENTIONS.

November 5, 3.25 p.m.
The London Gazette announces that Sir Ian Hamilton in continuation of his despatch dated August 28, specially mentions Major General de Liel.
Colonels:—S. H. Winter, E. M. Woodward, C. C. Wolleydod, W. Scott Moncrieff, Noel Lee and H. C. Erith.
Lieutenant Colonels:—Hon. H. A. Lawrence, D. E. Cayley (Worcestershire) de Lotbiniere, E. M. Paul (Engineers), Hon. Simpson-Baile, H. E. Street, M. C. Ward, C. J. Percival (Artillery) A. E. Keble (Medical).
Captains:—O. N. McMullen (15th Sikhs), H. Saunders, O. Kennedy-Crauford-Stuart (Marines), J. G. McConaghy (25th Cavalry).
Lieutenant B. W. Onslow (11th Lancers).
Lieutenant Commander A. M. Asquith (R.N.V.R.)

In the event of telegram arriving too late for insertion on this page they will be found on the Extra.

EARLIER TELEGRAMS.

AGAINST A GENERAL ELECTION.

November 4, 9.50 p.m.
Lord Lansdowne, in the House of Lords, said that all were profoundly convinced that there should not be a general election during the war. The Government was considering the question of the extension of the life of the present Parliament and the provision of a new Register for next year. The Government would make a statement on the subject shortly.

WAR TELEGRAMS.

A WELL EARNED D. S. O.

November 4, 6.05 p.m.
The latest list of D.S.O.'s includes Captain Park, of the Black Watch, son of Sir Maitland Hall Park, editor of the *Cape Times* and formerly editor of the *Pioneer*, for conspicuous gallantry at Maquissart on September 25, when, at the head of his company, he drove back the enemy 400 yards along two lines of trenches established in three blocks, which he held till relieved.

FRENCH HONOUR MISS CAVELL'S MEMORY.

November 4, 8.55 p.m.
The Paris *Matin* states that one of the greatest masters has been commissioned to make a great bas-relief of Miss Cavell's execution, which will be presented to the city of Paris and will stand in a public position.

THE GOVERNMENT HAS NO INFORMATION.

November 4, 7.10 p.m.
In the House of Commons, in reply to Mr. B. S. Gwynne, M.P. (O. Eastbourne) who asked whether the Government factory at Oswestry was still making 1903 infantry bandolier equipment, which had been obsolete for years in England, Mr. Austen Chamberlain said he had no information but will enquire.

THE BALKAN SITUATION.

SERBIA GOING STRONG.

November 4, 10.30 p.m.
Reuter learns from an authoritative source that the cohesion of the Serbian army is preserved. Where necessary it is making an orderly retirement, fighting valiant rear-guard actions. The army's efficiency is unimpaired. Everything of value was removed from Kragujevatz. Up to the present the enemy on both fronts has paid heavily for any advance, the Serbians purposely avoiding a decisive battle till their own moment. The populace travels with the army rather than live under enemy domination.

BRITISH REINFORCEMENTS ARRIVE.

November 4, 10.30 p.m.
Reuter's correspondent at Salonica says that important British reinforcements have reached the French sector and have occupied the second French line, with the object of forming a British sector southward of the French line, enabling the French to push northward. The British and French troops are disembarking steadily.

THE FIGHT FOR A PASS.

November 5, 4.15 a.m.
Reuter's correspondent at Salonica wiring on the 3rd, says:—"The Serbians continue to repel furious Bulgarian attacks on the Babana Pass for the protection of the road to Prilep and Monastir, both of which are safe although refugees from Monastir are arriving in Salonica."

THE GREEK CRISIS.

HOW THE TROUBLE AROSE.

November 4, 10.30 p.m.
Reuter's correspondent in Athens states that the immediate cause of the crisis was a remark made by the War Minister which Mr. Venizelos considered to be an insult to the Chamber, and for which he demanded an immediate apology. M. Zaimis thereupon supported the War Minister and demanded a vote of confidence.

KING SUMMONS PARTY LEADERS.

November 5, 12.45 p.m.
Reuter's correspondent at Athens states that the King has summoned the party leaders to confer with him.

M. VENIZELOS SPEAKS HIS MIND.

November 5, 8.55 a.m.
The sitting of the Greek Chamber was marked by tumultuous scenes. M. Venizelos took the strongest line in attacking the Government. Replying to a taunt from a deputy, who accused him of doubting the patriotism of the King, M. Venizelos declared that he did not wish to drag the King's name into the discussion, but, since the question had been raised, he must say that in a constitutional government the Crown had no responsibilities. Only foolish political leaders can think of hiding behind the Crown, which is irresponsible. It was absurd to say that the King wished the country's destruction, but in a constitutional kingdom the whole responsibility rested with the Cabinet. He would admit that the Crown had a right to disagree with a responsible Government, but after the recent elections such non-agreement was out of the question, and now the Crown had not the right to disagree. The King was a distinguished General, but was not equally experienced in politics. M. Venizelos' utterance is particularly interesting in view of his attitude towards the Royal House crisis in 1910, which practically saved the dynasty. (Continued on page 5.)

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The German airmen failed to sink the Avocat because they lacked the nerve to fly lower.

Australia reviews Mr. Asquith's speech favourably and as manly and dignified, especially the references to Gallipoli.

Another Zeppelin has exploded, this one at Poix St. Hubert, between Namur and Arlon, on October 13. It was destroyed.

The Chinese newspapers ask why the Powers' advice was not given when the movement began, and when it could easily have been postponed.

The *Daily Chronicle* correspondent with the Serbian armies confirms their terrific resistance, especially against General von Mackensen's army.

The Melbourne Argus says that soldiers' letters from Gallipoli do not show any trace of bitterness or discouragement, therefore we must freely give of our best.

The Japanese Charge d'Affaires has requested, on behalf of the Japanese Government, a clearer statement of China's reply to Japan's advice to suspend the monarchical movement.

Orders-in-Council authorise the mobilisation of a quarter of a million Canadians, including those under arms. The increase of a hundred thousand is intended as a reply to His Majesty's appeal.

Three German aeroplanes, of which one was a large battleplane, determinedly attacked the Cork Steamship Company's steamer Avocat bound for Liverpool. The ship was not damaged and the crew was unhurt.

Sir F. E. Smith speaking in London paid a great tribute to Mr. Asquith. He said that Mr. Asquith had grown grey in the public service and that he is bearing a responsibility, the like of which had never fallen on the shoulders of any English statesman.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Cricket and Football, Happy Valley.

TO-MORROW.

Church Services.
St. John's Cathedral Hongkong.—Matins 11 a.m., evensong 5.45 p.m.
St. Andrew's Church, Kowloon.—Morning Prayer 11 a.m., Evening Prayer 6 p.m.
Peak Church.—Holy Communion 8.15 a.m., evensong and sermon 6.30 p.m.
St. Peter's Church, West Point.—Morning Prayer 11 a.m.
Union Church Kennedy Road.—Morning Prayer 11 a.m., evensong 6 p.m.
The Gospel Hall.—(10 and 12 Pedders Street) Worship 5 p.m., meeting at 8 p.m.
Wesleyan Methodist Church, Wanchoi.—Morning Service 10.15 a.m., Evening service 6.15 p.m.
Soldiers and Sailors' Home, Arsenal Street.—Gospel services Sunday Evening at 8 p.m.
St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m.
Roman Catholic Cathedral, Glenealy.—Low Masses at 6, 7, and 9 a.m. High Mass at 8 a.m. Benediction of the Blessed Sacrament at 5.30 p.m.
First Church of Christ Scientists, MacDonnell Road.—Meeting 11.15 a.m.
Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

NOTICES

LIFTS &

WAYCOOD-OTIS
ELEVATOR

FOR ALL PURPOSES.

FOR QUOTATIONS APPLY TO THE SOLR AGENTS:-
DODWELL & CO., LTD.
MACHINERY DEPARTMENT

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.
CONTRACTORS TO HIS MAJESTY'S NAVY.

DODWELL & CO., LTD.,

Telephone No. 41.

General Managers.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment.

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.
Write for Pamphlet and Full Particulars to
DODWELL & CO. LTD., Agents.

ASAHI BEER.

DAI NIPPON BREWERY



& CO., TOKIO, JAPAN.

OBTAINABLE EVERYWHERE

SOLE AGENTS
MITSUI BUSSAN KAISHA.
K'ong, June 11th, 1913.

ASTHMA

CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1910

LESSONS IN CHINESE

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

Hongkong, 29th Jan., 1912.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL
MERCHANTS.

Hongkong, 3rd October, 1915

NOTICES

DRAGON CYCLE DEPOT.
MOTOR CARS FOR HIRE AND
FOR SALE.

PROMPT SERVICE.

KOWLOON BRANCH, 26, NATHAN ROAD.

Tel. 482

Tel. K226

YOU WANT A MOTOR CAR?
ALL RIGHT.

PHONE 1036

THE EXILE GARAGE.

33-35 DES VOEUX ROAD,

Where You will get Expert Service and every Satisfaction

HOTELS.

THE HONGKONG HOTEL
AND
GRILL ROOM.

Hongkong, July 14, 1914.

J. H. TAGGART,
Manager.

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks.
Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision.
A first-class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for shipping people.

For further particulars apply—

MANAGER.

Telephone No. 197.

Tel. Address "COMFORT."

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373

Telegraphic Address: "VICTORIA"

FRANK L. COOKE,
Manager.

THE CARLTON HOTEL.

PERFECT SANITATION.

High Class Accommodation for Families at Moderate Prices. Those desiring Economy combined with Comfort, Quiet and a Most Refined Home, Free from Household Annoyances, should inspect these Residential Quarters.

Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.

Under Personal Management of
O. E. OWEN, Proprietor.

CENTRAL CHAMBERS.

Private Hotel, Residential only.

OPPOSITE ASTOR HOUSE HOTEL.

These Rooms have been thoroughly renovated and newly furnished throughout. They are specially recommended to Mercantile Officers, Tourists, Travellers and Local Residents, being most centrally situated. Special Terms can be arranged with the Alexandra Cafe for full or partial Board. Single Rooms from \$2.00 per day or \$40.00 per month with attendance. Hot and Cold Water, Electric Light, 80, No Extras.
Inspection cordially invited; full particulars may be obtained either premises or

THE ALEXANDRA CAFE, Tel. 909.

Grand Hotel de l'Europe, Singapore.
BEST SITUATED HOTEL IN TOWN.EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM
ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under English Management.

H. R. WARING,
ACTING MANAGER.NEW MACAO HOTEL,
PRAYA GRANDE, MACAO.The above Hotel was opened on August 1st, 1914, under new proprietorship and management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to
Tel. Add. "Phoenix." THE MANAGER.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.FIRST-CLASS RESIDENTIAL AND TOURIST HOTEL.
Unrivalled for Comfort, Health and Convenience. Telephones in Every Room; prompt connection maintained by six lines to Central. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.

P. O. FEUSTLER, Manager.

NOTICES

THE
JUNGNER ELECTRIC
ACCUMULATOR.

Strong solid and compact. Iron and Nickel Electrodes with caustic push in strong iron box. Minimum use of material. May be charged a thousand times without lowering its efficiency. May be charged and discharged at minimum time and to its full extent without injury. May be kept unloaded for any length of time and is absolutely safe from self-discharge, being when left even a longer time loaded and out of use. Salt water has no injurious effect on the accumulator.

An ideal accumulator of any kind of lighting or ignition device.

A LARGE ASSORTMENT OF ACCUMULATORS AND CELLS
HAS JUST ARRIVED.

SOLE AGENTS FOR CHINA:-

A. B. THE SWEDISH TRADING CO., LTD.

Telephone No. 171. YORK BUILDING (TOP FLOOR.)

OUR CONTEMPORARIES.

South China Morning Post.

The Few Furtive Submarines.
The news about German submarines to-day is pretty good for us though rather disconcerting perhaps for the enemy. It is now a certainty that for some months past the German submarine policy has failed. No less a person than Captain Persius, the German naval expert, has confessed in the *Berliner Tageblatt* that the submarine campaign has not been the success hoped for, though he declared that the German public ought to be satisfied in view of the many difficulties attending such warfare. The German public, it seems are far from satisfied. They appear to find the sinking of passenger ships not nearly so much to their liking as the destruction of warships, and have not been keeping their opinions to themselves. Therefore Captain Persius has reproved them in this fashion: "Only a child would accuse the British of being bad seamen. They know how to defend themselves, so they devised many kinds of protective measures. It becomes more and more difficult for U boats to get near hostile ships and launch a torpedo. Almost fabulous skill is required to avoid all the pitfalls, get away from torpedo destroyers and nevertheless make a successful attack."

Daily Press.

The Press Censorship.
Despite the repeated assurances of the Government that there has not been any attempt to conceal the true situation of affairs from the public, there is a steadily growing distrust of the Press Censorship in England. Introduced as soon as the necessary repressive legislation could be carried through Parliament after the outbreak of war, the people accepted it in a spirit of patriotic self-sacrifice under the impression that it was essential to the overthrow of a particularly astute foe. This attitude on the part of the nation was at once a sign of its earnestness and of its readiness to repose complete confidence in those entrusted with the heavy burden of directing the affairs of State at a time of grave peril. But, as invariably happens when freedom in any form is surrendered, the new powers with which Authority was invested were abused. The nation was kept in Cimmerian darkness as to the events which were taking place in the field of war. Newspaper correspondents were prevented from approaching the front, and only the most colourless and laconic dispatches were issued for publication from the Commander-in-Chief. Weeks elapsed before any intelligible or connected account of engagements found their way into print, and the heroic deeds of our gallant soldiers in the greatest war that has ever scourged the World were allowed to pass "unhonoured and unsung" when the narration of them would have fired the breasts of those at home with a noble spirit of emulation and spared us the indignity of the flimsy picture-poster as an aid to recruiting.

China Mail.

War's Blow to Militarism.
The danger of peace, especially of a long peace-period, is that it propagates militarism. Such is the contention of a writer in the *Times*, who says that he doubts "whether there are honest militarists now left in Europe." At the same time he strikes out against the pacifist for his "holier-than-thou" attitude. That war is wicked the militarist knows as well as his peace-loving fellow-citizen. War is the result of the "greediness and want of faith" of our whole society. But if the pacifist is "shocked by war," was he shocked "by these sins of peace that have made war possible"? On the other hand, this observer tells us that the dulness of peaceful years irks the militarist. He craves the excitement of war, believing it will "cure his dulness." Of course, "he must find a high moral justification" for his desire. Therefore he argues that war has been "ordained by God as a means of purifying and uplifting the human race." He avers that war eliminates the unfit; when, in truth, it eliminates the fit.

For a good solid meal in Carte or Table d'Hôte with Wines & Liquors of the Best AL EXANDRA CAFE.



DESTROYS THE GERMS OF DISEASE.

Wholesale Agents: W. R. LOXLEY & CO.,
YORK BUILDINGS.

KELLY & WALSH, LIMITED.

TEN DEGREES BACKWARD, Ellen Thornycroft Fowler, 1.75
THE OAKLETTES, E. F. Benson, 1.75
HIS WIFE'S SISTER, Mrs. Carter, 1.75
PRETTY MAIDS ALL IN A ROW, J. H. McCarthy, 1.75
LOVE ON SMOKY RIVER, T. O. Roberts, .80
BETWEEN ST. DENIS AND ST. GEORGE, A Sketch of three Civilisations by Ford M. Hueffer, 2.00RAPID TRAINING OF A COM- PANY FOR WAR, Birchall, 1.20
PRACTICAL BAYONET FIGHTING THE WAR AND AFTER, Sir Oliver Lodge, .80
THE RED DAYS, Stacpoole, .80
JANE'S FIGHTING SHIPS, 16.50
BRASSEY'S NAVAL ANNUAL, 8.00

BLACK'S BEAUTIFUL BOOKS.

\$5.00 EACH

ENGLAND, Frank Fox.
FRANCE, Gordon Home,
IT, Frank Fox.
SWITZERLAND, Frank Fox.

ANNUALS.

BOY'S OWN, GIRL'S OWN, CHUMS, CHATTERBOX, SUNDAY, LEADING STRINGS, &c.

50 CENTS EACH.

HISTORY OF SCOTLAND, Rait.
THE ANCIENT EAST, Hogarth.
CHAUCER AND HIS TIMES, Hadow.
THE GROWTH OF EUROPE, Cole.
NERVES, Fraser Harris.
GREAT WRITERS OF AMERICA, Trent and Erskine.
BELGIUM, Ensor.

FRENCH NOVELS, 70 CENTS EACH.

LA DANSEUSE, DE POMPEI, Bertheroy.
LE COEUR D'ARIANE, Gyp.
LA PETITE PAROISSE, Daudet.
LA BONNE GALETTE, Gyp.
LE ROMAN D. MALADE, Robert.
JOIE D'AMOUR, Gyp.
APPROPRIE, Louis.
MORSEUR ET MADAME MOLOCH, Prevost.

MAN LOONG.

FIRST-CLASS PRESERVES, CIGAR AND SOY MANUFACTURERS
Factory at YauwattOFFICE: No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 11.

We are the leading Manufacturers in this class of Goods. Our Fruit & Glaziers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

MEE CHEUNG,
PHOTOGRAPHER.

FLOOD PICTURES

CANTON, SHAMEEN,
WEST RIVERAND
VARIOUS DISTRICTS

NOW ON SALE

Hongkong, 18th July, 1913

A gift that will be remembered
all the Year Round.

OUR CALENDER OF GATHAY FOR 1916.

CONTAINING 8 ARTISTIC STUDIES OF CHINESE LIFE.

PRICE \$2.00

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$38 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)
The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcun, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

MARRIAGE.

HUNTER-HARDWICK.—On the 4th November, at the St. Joseph's Church by the Rev. Father Augustine, J. A. Hunter of the Taikoo Dockyard, to Cathrine Hardwick, eldest daughter of W. Hardwick, Taikoo Sugar Refinery.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 6, 1915.

THE TYRANNY OF THE CHINESE SERVANT.

The Chinese servant is, as goes without saying, a necessary evil. The European cannot do without him; the servant knows this, and proceeds to take advantage of it. We pointed out, in a former article on this interesting subject, that in Ceylon there obtains a registration system whereby the public is protected to some little extent against its native servants. Hongkong knows not this blessedness and therefore has to put up with servants who are always either fools or rogues, who, in five cases out of six, are furnished with false references, and who, between their filthy habits, their breakages, their dishonesty and—where it is allowed their insolence—make the household's life a purgatory and drive him into giving up a semblance of home life in favour of rooms at a hotel.

As is the case with most of Hongkong's sorrows, the Government is more or less to blame for all this. As things stand, the household has no force behind him; can look to next to no support from the Government. If his cook or houseboy or coolie is troublesome, he must either put up with him or else discharge him—with the cheerful prospect of inviting worse evils in a new servant. If he takes the law into his own hands and thrashes the boy he is liable to be fined or—worse still—to be boycotted by all other servants. When the houseboy feels that he requires a holiday, he has always a sick father, a paralytic grandmother or a many-times-dead aunt who requires his presence at "Canton more far," and he cheerfully agrees to provide a substitute. The latter, having nothing much to gain or lose, does pretty much as he likes and leaves his employer at a moment's notice if the fit happens to take him that way. If there is little or no squeeze to be made in such and such a house, no boy will stay any length of time; wherefore was beside the luckless housewife who thinks of buying in her own way and not through the compradore.

The mistress at home has at least some little opportunity of enquiring into a servant's antecedents, but the boys out here have a pleasant practice of giving as reference someone who has long left the Colony. We never heard of a Chinese boy who had not the best of references; but when close enquiry is made into these it will usually transpire that the written character in the applicant's possession was given to some other boy who has obligingly handed it on. The Government cannot make good servants into bad, but it can very considerably sweeten life to the European out here if it will break up the servants' guilds and will insist on a proper registration scheme being followed. The guilds, as they are to-day, are just tyrannical trade unions, which are able to do pretty much what they like with the employer. Has not the Colony seen enough of boycotts in the past that it still permits the existence of these mischievous societies? As regards registration, it would not be difficult to insist that every servant from the beginning of his cook or "boy" career, should be in possession of a book which must be periodically inspected by the police and in which the dates of his entering and leaving his various situations are registered, together with anything for or against his character which an employer may wish to place on record. Any boy applying for a situation without being able to show his record should be handed over to the police. At present the only help the police seem able to give to the employer is to recommend him to prosecute a refractory or dishonest servant—at the expense of much time and labour! Europeans have a right to ask more than this.

A Dustbin Case.

Though the mills of God grind slowly, they contrive sooner or later to bring the evil deed home to the doer. On Thursday night a Chinese loafer was busily overhauling a dustbin in the neighbourhood of the King Edward Hotel when Crown Sergeant McEwen of the Reserves loomed in sight. Fate was very much against the dustbin enthusiast, for the sergeant in question not only does his bit as a H.K.P.M. man but happens to be a very keen Sanitary Inspector as well. Thus it was with double zest that he pounced on the curio collector and escorted him to the place where all these filthy pests should go. Our congratulations to the sergeant. The second part of the story concerns the magistrate's view of the case when the brace-buster was brought before him yesterday morning. At one time lawbreakers of this class were not proceeded against at all, or, if by chance one of them was hauled up, there was every likelihood of the magistrate's sending him off with his blessing, on payment of a trumpery fine. To-day things are altered, and the particular culprit was speedily given leave to take a fortnight's rest from his ordinary avocations—in Victoria Gaol.

An Improvement.

We are particularly interested in such as the above, not because we covet any of the treasures culled from the dustbins by these birds of night, but because the agitation which the *Telegraph* raised, a couple of years ago, in regard to the dustbins, has borne a considerable amount of good fruit. At one time the dustbin business was a disgrace to the Colony. Uncovered bins were allowed to stand in well-frequented and residential thoroughfares well into the morning, while heaps of household refuse which had many times been pawed over by dogs, cats, rats and human wastrels, dotted the roadway, and the pavement, itself, in scores of places. We have even seen loafers examining these heaps under the very eyes of lunkos, who took absolutely no notice of what was going on. Nowadays either the Sanitary Board or the Police, or both, have moved in the matter and we have to own that it is but rarely that the streets are littered and poisoned in this disgusting fashion. Of course there is still room for a lot more improvement, as all must feel who have observed the leisurely method followed by the Sanitary Board in its afternoon and evening gathering in of the household filth from the Chinese quarters.

Dutch Shipbuilding.

While the American Government is taking defensive measures, its anti-war enthusiasts notwithstanding, the Dutch have signified their unwillingness to be left in the cold by giving out contracts for three more submarines and two fast cruisers. This is surely no more than common prudence. It will be remembered, of course, that some two or three years ago, the Dutch Parliament voted an immense sum of money towards shipbuilding for the defence of Java, Sumatra and the Celebes, etc. One little thought, in those days, that it was German aggression more than any other that Holland might have to guard against. Holland has learned much wisdom during the past twelve months—among other things that, at a push, Germany would pay just as much respect to her neutrality as has been paid to that of Belgium. There may be no significance attachable to the fact that British shipbuilders are sharing in the new contract, but it at least acts as one of the hundred little signs that Dutch hostility towards Britain grows less as time goes on.

Letters Patent Granted.

It is notified that the following Letters Patent have been granted to Lewis Cesar van Riper, Patent Attorney and Mechanical Engineer, of Manhattan Building, 431 Dearborn Street, Chicago, County of Cook, State of Illinois, United States of America, for an invention for Motion Picture Machines:

DAY BY DAY.

GO, POOR DEVIL, GET THERE GONE! WHY SHOULD I HURT THY EY? THIS WORLD SURELY IS WIDE ENOUGH TO HOLD BOTH THEE AND ME.—Steno.

The Weather.
At the Peak 8 a.m. Temp. 70; overcast.
Lower level 8 a.m. Temp. 78; overcast.

The Mails.
English Mail.—Due to-morrow per s.s. Sardinia.
English Mail.—Closed at 11 a.m. to-day per s.s. Kuehima Maru.
Siberian Mail.—Closes at 5 p.m. to-day per s.s. Luchow.
Australian Mail.—Due to-morrow per s.s. Changshu.
Indian Mail.—Closes at 2 a.m. to-day per Dunera.

The Dollar.
The rate of the dollar on demand to-day is 1/10 1/10.
To-morrow's Anniversary.
To-morrow is the 321st anniversary of the death of the great sailor Sir Martin Frobisher.

Public Holiday.
Monday will be observed as a holiday.

Periodicals for the Troops.
We have received from Mrs. O. Humphreys a parcel of periodicals for distribution among the troops in the Garrison.

The Weather.
The typhoon signals were taken down this morning about ten o'clock, but long before nine, sampans were to be seen sailing in the Harbour.

Dog and no Muzzle.
Mr. Barlow, 109, The Peak, was fined \$5 this morning by Mr. Hazeldan for allowing his dog to stray without being muzzled.

The Cigarette and Tobacco Fund.
We have received from "Anonymous" the sum of \$5 for the Cigarette and Tobacco Fund. The Hongkong Corinthian Yacht Club.

The members of the Hongkong Corinthian Yacht Club are reminded that an annual general meeting will be held in the Club House on Monday at 8 p.m.

The Theatre Royal.
Mr. Horace Goldin and a London Company of Vaudeville art stars will open for a season on Monday at 9.15 p.m.

The Licensing Ordinance.
The following is hereby added to the list of flowers or plants in Condition No. 9 published on pages 355-356 of the "Regulations of Hongkong, 1914":— 11. *Arundina chinensis*.

Appointments.
His Excellency the Governor has been pleased to re-appoint Mr. Ng Hon to be a Member of the Sanitary Board for a further period of three years from the 15th November, 1915.

Street Re-named.
It is notified in the *Gazette* that Tai Wong Street, Waichai, will in future be known as Tai Wong Street West and that Tai Wong Lane will in future be known as Tai Wong Street East.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:— Pawnbrokers' Guild \$200.00; Brass and Iron Dealers' Guild \$80.00; St. Stephen's Church (O. M. S. Chinese) \$52.84.

Holidays Ordinance.
It is notified in the *Gazette* that His Excellency the Governor-in-Council has, under the provisions of section 7 of the Holidays Ordinance, 1912 (Ordinance No. 5 of 1912), amended Notification No. 470 published in the *Gazette* of October 22, 1915, by substituting the words "in addition to" for the word "in substitution" in the last line thereof.

TYPHOON WARNING.

We are indebted to the American Consul General for the following:—The telegram quoted below was received from the Manila Observatory at 10.30 a.m. November 6, 1915.
Cyclone or Typhoon E. of the Visayas Islands direction unknown.

NOTES ON THE CRISIS.

THE DOMINIONS AGAIN.

The Greeks and Their Troubles.

There are probably but few of us who had any surprise to spare for the latest developments of the Greece question. Surely nobody believed that the Zaimis Cabinet was going to be allowed to loll at its ease. The only wonder is that an open rupture has not come before. There is a deal of interesting matter in the speech of M. Venizelos, albeit from the British point of view he has done little more than describe circles round and round the really vital point; and naturally we want to see him get nearer to it. The question is not one of the King's power and voice in a country ruled by a limited monarchy. Masked the Greek King's generalship; masked his patriotism; they are but details, in comparison with the main issue: is Greece going to keep her word to Serbia and her implied word to the Entente, or is she going to allow her sense of honour and her better judgment to be overruled because her King happens to have married the sister of the criminal lunatic who has been occupying the throne of Germany? The people of the Entente countries will have but little patience to read of the doings of the Greek Cabinet until it shows signs of getting down to business and discussing main points instead of side issues.

The Dominions.
Unswerving loyalty, immense generosity in matters big and little, and feverish anxiety to send more and ever more men for the defence of the Empire continue to be the distinguishing marks of Australasia and Canada.

Dominions that according to the Germans, were fated to break away from the old Country on the first possible or impossible occasion that offered. Canada's reply to His Majesty's message takes the form of an additional hundred thousand troops. New Zealand has just sent a million pounds worth of extra provisions for the men at the front, while Australia contributes enormously towards setting the public mind at rest in a variety of ways. Talking of Australia, the remarks of the Melbourne *Argus* concerning the Dardanelles should be set up in very big type indeed. "Letters from the soldiers do not show any trace of bitterness or discouragement." There, in a single line, is the answer to some of the cavillers at home. The man who, when all is said, feels the brunt of a general's or a department's error in time of war is the private soldier. There are official and semi-official histories of the South African War, in abundance; but has a history thereof, from the point of view of the Tommy, been published? Tommy sees and hears many things which never come to his officers' ears, and he should be able to pen a more than ordinarily readable story of any campaign in which he has taken part. If he is satisfied, if he does not grumble and is not discouraged over Gallipoli affairs, we may be very sure that the "mistake" is not quite so colossal as the alarmists would have us believe.

Germany day by Day.
We hope the Germans enjoy the story of their magnificent empire's doings and sufferings at home and abroad. The longer the war story grows, the more it reveals itself as one big record of the muddle, miscalculation and insane cocksureness of thick-headed German "strategy." Von Mackensen's army, which was to astonish the world, has done nothing from start to finish beyond cheap attempts at bluff and terrorism; has been just a hollow turnip with a candle inside it to startle the unwary. The uselessness of the elaborate and expensive "navy" continues to be illustrated, not only by the locking up of the big ship, but by the capture of "faulty steering" of submarines, while in Germany itself the Kaiser's and Chancellor's policy is creating more discontent than ever. And now Dr. Von Bethmann Hollweg has sought to improve the situation by a curt refusal to discuss the siege and food question. A real Prussian stroke of diplomacy, this!

1890.

HONGKONG TWENTY-FIVE YEARS AGO.
(Compiled from the "Hongkong Telegraph" files for the week ending November 6, 1890.)

The Dollar.
November 6th.—The rate of the dollar on demand to-day is 3/5 1/2.

The Viceroy's Wives.
October 31st.—The Hongkong Hotel presented an unusual spectacle this afternoon. The half-dozen wives of the Viceroy of Canton, all gorgeous with flowered silks and jewellery, came ashore from a gunboat, accompanied by a swarm of amahs and viceroy's-in-arms, for the special purpose of inspecting the hydraulic lift. After taking about fortyseven rides up and down they departed much comforted.

Fantastic Players.
October 31.—A widder a number one misanthrope, a sailor-man a hawker (that is how they described themselves) at the Hall of Justice to-day were hauled out of 28 Gough Street yesterday by Detectives MacIvor and Hadson, who caught them "red-handed" at a game of fantan.

They were charged before Mr. Wodehouse to-day with keeping a public gambling house and were, with the exception of the one-eyed widder, brand over in two sureties of \$250 each to be of "straight" behaviour for six months in default to be committed. On the way to the goal they railed at their chums saying: "You mean dogs, if you had engaged one of the crocodiles (who could they mean?) to defend us we would have got off just as easy as shelling peas." Whether or not Mr. Wodehouse heard their choice Billingsgate we know not, but at all events within the space of the next hour he sent a couple of "fake" club managers, hailing from Queen's Road West, into goal for three solid months, although defended by Mr. Mossop. There's a panic in tea-la, fantan, and other select circles to-day.

"Water Rats."
November 1st.—Mr. Wise ran the rule over a dozen "Water rats" at Court this morning, and added sixty Mexican dollars to Her Gracious's Revenue. In the fiercest heat of competition the offenders had swarmed aboard the steamships "Fushun" and "Falkenberg," without the permission of the masters, as soon as they entered the waters of this Colony, and the gymnastics cost them \$5 each.

Electric Light for Hongkong.
November 3.—This day month the electric lighting service will be inaugurated here. The wires—some eleven miles altogether—are already in position, and all that is now required is to put up the lamps.

Licensing Sessions.
November 4th.—The annual gathering of Hongkong's publicans took place at the Magistracy to-day in the absence of Her Majesty's Justices of the Peace, as on Mr. Wodehouse, with Mr. W. M. B. Arthur in the double capacity of J. P. and chief clerk, showed up. All but the "Grand" entered through the pidgein twice. The proprietor of the latter, however, Mr. Hook Goon, had to trot into the sanctum sanctorum and wastold that the Bench would further consider the question of the advisability of granting to him a renewal of the licence to him next Friday, owing to the fact that some objections had been received from the police and others. Mr. Wodehouse who presided, said that he hoped at the next meeting, on Friday, the Justices would make a better response to the "call," as it was not likely that objections would be raised unless they were worthy of the consideration of those who should study public as well as private interests. The Marine Hotel Company, it was stated, had not yet made an application for a licence and consequently stood virtually without that very useful scrip.

Chartered Bank.
November 5.—The half-yearly statement of accounts of the Chartered Mercantile Bank of India, and Austria, and China to 30th of June last, has been issued, showing a net profit, after

BANK NOTES IN CIRCULATION.

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hongkong, during the month ended October 31, 1915, as certified by the Managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia & China	\$6,465,690	\$5,000,000
Hongkong and Shanghai Banking Corp., Ltd.	23,331,000	15,500,000
Mercantile Bank of India Limited.	1,268,803	859,000
Total	\$31,065,293	\$21,359,000

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

	Nov.	1	2	3	4	5	Tons
		1	2	3	4	5	165
		2	3	4	5	6	162
		3	4	5	6	7	176
		4	5	6	7	8	168
		5	6	7	8	9	167
Total to 5th inst.							828
Daily average							165.60

providing for bad and doubtful debts, and including the balance brought forward, of \$69,289 3d 11d. The Directors have appropriated the amount as follows: \$18,750 to payment of a dividend for the half-year at the rate of 5 per cent. per annum, free of income tax, and \$50,539 3s 11d carried forward to present half-year. The Directors inform the shareholders that it will probably be necessary to reserve, as a provision against doubtful debts at one of the branches, a large portion of the amount carried forward to the half-year.

Mr. Chatham and Hongkong Mortar.

November 6th.—Mr. Woodhouse held a Coroner's inquest at the Magistracy this afternoon into the circumstances connected with the death by the falling of a wall, of a tin-smith, on the 30th ultimo.

William Chatham, Executive Engineer of the P.W.D., said he had heard of the affair and was sent to inspect the wall. The wall was very badly constructed and it was a boundary of the Government Civil Hospital. The back of it the Government was digging out and constructing a retaining wall. The work referred to were in the hands of a contractor named Hui Sai who worked under the supervision of the Public Works Department. Since that work commenced, work had often inspected the works. The last time he visited the spot was on the Monday before the accident. He had to make an inspection two or three times a week to see that the contractor was carrying out his orders. In going the scene of the works the wall that fell down would come within his vision. The wall was a boundary between the Government property and the house in Queen's Road. It was 12ft. perpendicular above the ground floor, the tin-smith's shop. The wall was constructed of blue brick and was badly cemented. The quality of the mortar was poor, the extreme being of pure mud chiefly. Witness did not know when or by whom the wall was put up. Externally the wall appeared to be properly constructed and was 14ft. thick. It was not until this (the 18th) morning that he had specially inspected the wall of which some 60ft. had fallen in. He observed that earth had been piled against the wall and the weight of that earth recently piled against it, caused the wall to fall down. The weight of earth piled against the wall, at a guess, would be 100 tons or less.

The inquiry was adjourned.

WAR TELEGRAMS.

(Continued from page 1.)
THE ALLIES IN THE WEST.
GERMAN ATTACKS REPULSED.

November 5, 1.25 p.m.
A Paris communique states that our batteries in Belgium bombarded, at some length, the enemy's positions in the region of Lombardzyde and stifled the Germans' efforts to reply. Violent artillery duels occurred in Artois, near Givenchy, and south of the Somme. Fierce fighting continued throughout the day, in Champagne. Near Maison de Champagne the enemy was completely ejected from a lost portion of the trenches which he still held, but a furious attack in the evening enabled him to regain a footing at isolated points. Another attack in the Courtine sector was completely repulsed. The artillery duel was resumed in the Vosges, with a lively interchange of fire from trench engines.

THE RUSSIANS.

[HEAVY ENEMY LOSSES.

November 5, 3.45 a.m.
Reuter's correspondent at Petrograd says that the Russians repulsed the enemy's offensive in the region of Suolok. The enemy unsuccessfully tried to cross the Dvina, below Dvinsk. The Russians progressed to the outskirts of Iluxt. Several German attacks south of Lake Svanten collapsed with enormous losses. Forest fighting west of Tschortorysk resulted in the Germans' leaving the ground strewn with corpses. Minor Russian successes are reported elsewhere.

CHEESE FOR THE TROOPS.

November 5, 4.10 a.m.
New Zealand is supplying a million sterling worth of cheese for the British troops.

MORE GERMAN SEAMANSHIP.

November 5, 6.05 a.m.
The submarine brought to Terschelling on the 4th inst. was the U8, which was stranded on a sandbank a mile off the coast owing to faulty steering.

THE ITALIANS.

HEAVY FIGHTING ON ISONZO FRONT.

November 5, 6.05 a.m.
A communique from Rome reports that heavy fighting continued on the Isonzo front, particularly on the heights north-west of Gorizia and around Odavina. Here the Italian infantry gradually gained the upper hand. Terrible weather is hampering operations.

THE KING SLIGHTLY BETTER.

November 5, 11.50 a.m.
His Majesty the King is slightly better to-night and his appetite is improving. He has still some pain, especially when attempting any movement.

TELEGRAMS

THE MONARCHICAL MOVEMENT

Japan Wants Clearer Statement.

(Reuter's Service To The "Telegraph")
Received November 5.

Reuter's correspondent at Peking says that the Japanese Chargé d'Affaires has requested on behalf of the Japanese Government, a clearer statement of China's reply to Japan's advice to suspend the monarchical movement.

The French Minister has informed the Chinese Foreign Minister that he has been instructed to associate the French Government in the advice offered by Japan, Great Britain and Russia.

More than half the Provinces have voted in favour of a monarchy. The Chinese newspapers ask why the Powers' advice was not given when the movement began and when it could easily have been postponed.

In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.

EARLIER TELEGRAMS.
CHANGE IN PARIS U.S. MINISTRY.

Received November 5.
The American Minister, Dr. Whitlock, is returning to America.

TENDERS FOR INDIA BILLS.

Received November 5.
Tenders are to be received on the 10 inst. for three and a half millions sterling in India bills.

CHURCH NOTES.

Saints' Days.

The Saints' Days in November are:—All Saints' Day on the 1st, and St. Andrew's Day on the 30th. On both days there will be Holy Communion at the Cathedral at 8 a.m. On All Saints' Day there will also be a celebration of the Holy Communion at 11 a.m. when the Bishop will be the celebrant. The names of some who have fallen in the war will be read out on that day and our prayers offered on their behalf. All Saints' Day is always a time which seems to bring us very near to the next world and to those whom we have loved, and for a time lost. This year when so many families are mourning the death of their youngest and strongest members, it is a day which has an irresistible attraction.

St. Andrew's Eve, or any day in the week in which St. Andrew's Day falls, has been for many years observed in the Church of England as a day of special intercession for foreign missions, it is very remarkable what a development of missionary work has taken place since this day was first observed in 1870. We hope to keep St. Andrew's Day as a day of continuous prayer in the Cathedral. Commencing with the celebration of the Holy Communion at 8 a.m. we hope to arrange for continuous prayer to be offered till 5.30 p.m. Different persons promising to be at the Cathedral for a quarter of an hour and to pray for God's blessing on the missionary work of His Church. On looking at the list of those who were responsible last year for maintaining this chain of intercession, we find that no fewer than eleven of them have since left the colony, so we hope that others will come forward to take their places. The clergy would be very glad to receive the names of those who can help in this way. In the evening at 8 p.m. there will be a meeting at St. Paul's College for intercession.

Collections for the Hospitals. In spite of a very wet Sunday collections for the Hospitals on October 17 were the largest taken for that object for many years, viz. \$298. This was due to one large donation. Some donations were received afterwards bringing the total up to \$308. From this amount \$50 was deducted for Church Expenses and the balance was divided equally between the C.M.S. Hospital at Pak Hoi and the Alice Memorial and Affiliated Hospitals in this city.

Confirmation Classes. The classes for preparation for the Confirmation to be held on St. Thomas' Day have now been commenced. The prayers of our readers are asked that those who are preparing for this apostolic rite may come to it with an earnest desire to receive the full outpouring of the Holy Spirit.

The Cathedral Finances. Mr. Howley, our Honorary Treasurer, desires the attention of the members of the congregation to be called to the financial condition of the Cathedral in view of the approaching close of the financial year on December 3. He has kindly prepared the following statement of the present position. From this it will be seen that unless some special effort is made to improve our position, we are likely to have a deficit at the end of the year. We have to remember that we began the present year with a balance in hand of nearly 1,000 dollars, so the income seems likely not to equal the expenditure. We ought during the present Winter to expend a large sum, probably some eight or nine hundred dollars, on the painting and colour-washing of the building. We are sure that the congregation has only to know the exact state of the finances to make the extra effort needed to put them on a satisfactory footing. If one out of every two members of the congregation were to give an extra dollar a Sunday we should have all the money we needed.

St. John's Cathedral General Account.

October 4th, Credit

Balance ... \$1,878.81

December 31st, Estimated Offertories,

12 Sundays ... 600.00

October 4th, Fire Insurance ... \$150.25

October 1st to December 31st, Estimated Expenses, 3 months' salaries, etc. ... 2,280.00

3 months' rent and rates ... 474.80 2,904.85

Estimated Deficit ... \$128.04

Due to Choir Fund \$200 (less Choir offertories).

DAIRY FARM NEWS.

YOU

CAN ALWAYS GET FROM US THE BEST QUALITY LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN FROZEN MUTTON, LAMB, RABBITS AND HARES.

OUR FRESH MILK AND OTHER DAIRY PRODUCTS ARE THE BEST IN THE EAST.

TO-DAY'S ADVERTISEMENT.

JAVA-PACIFIC LYN.

HEAD AGENCY HONGKONG-YORK BUILDING.

Regular monthly service between:

JAVA, MAKASSAR, MANILA, HONGKONG AND SAN FRANCISCO.

Steamer	From	Expected on or about	Will leave on or about
Arakan	JAVA.....7th January 1916	9th January 1916.
Tjisondari	JAVA.....7th February "	9th February "
Karimoon	JAVA.....7th March "	9th March "
Tjikembang	JAVA.....7th April "	9th April "

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Managing Agents.

December 31st, Chaplain's Salary, from Government Civil Hospital and Victoria Gaol ... 300.00

October 4th, Fire Insurance ... \$150.25

October 1st to December 31st, Estimated Expenses, 3 months' salaries, etc. ... 2,280.00

3 months' rent and rates ... 474.80 2,904.85

Estimated Deficit ... \$128.04

Due to Choir Fund \$200 (less Choir offertories).

The Peak Church.

The Sunday Evening Services at the Peak Church are now discontinued. They have been on the whole quite well attended. The celebration of the Holy Communion on Sunday mornings at 8.15 a.m. will be continued as usual.

The Peak Sunday School.

This Sunday School will re-open on the first Sunday in November at 3 p.m. It will be held in the Peak School (through the kind permission of the Director of Education) instead of in the Church as formerly, and will be held on the first, third and fifth Sundays in the month. On the second and fourth Sundays there will be a Children's Service in the Peak Church at 3 p.m.

The Cathedral Organ.

The repairs in connection with the blowing arrangements of the Cathedral Organ after occupying almost four months have at last been finished; the work which has been very extensive has been most satisfactorily carried on by the Anderson Music Co., Ltd., under the supervision of Mr. Denman Fuller. The balance in the Organ Fund is short by some \$200 of the amount required to pay for these repairs, but it must be clearly understood that their being put in hand was a matter of urgent necessity as not only the efficiency but the life of the instrument were being seriously interfered with by their not being effected. A number of small repairs are needed in connection with the mechanism and pipe work of the Organ which will be proceeded with as funds are forthcoming. Mr. Denman Fuller, will be very grateful for any contributions to the Organ Fund of

which he is Hon. Secretary) which will be acknowledged by the Cathedral Treasurer, the more so as the collection at the Oratorio on Good Friday last was given to the Princes of Wales' Fund instead of to the Organ Fund as is usually the case.

Organ Recital.

Mr. Denman Fuller will give an Organ Recital on Monday, November 15, at 5.30 p.m. in aid of the Organ Fund. The vocalist will be Miss Wilkes, whose singing in Spohr's "Last Judgment" on Good Friday created such an excellent impression; she will sing Handel's "Angels ever bright and fair" and the big solo "Hear ye, Israel" out of Mendelssohn's "Elijah." The organ pieces will include Bach's "Pascaglia," an Andante by Debussy and other pieces.

Choir Collections.

The Collections on Sunday November 14 will be given to the choir fund.

The Church of England Men's Society.

The meetings for November are on Tuesdays the 9 and 23, at St. Paul's College at 5.30 p.m. Now that the Winter months are again with us it is hoped that the members will make a special effort to attend the meetings, which have been very small during the Summer months, though often very enjoyable. There is great scope for the work of the C.E.M.S. in this Colony, and many ways in which it might exercise a powerful influence for good if it were really representative of the Churchmanship of the Colony.

TO-DAY'S ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY!

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be closed for the transaction of Public Business on MONDAY, 8th November, 1915.

By Order,

A. R. LOWE, Secretary.

Hongkong, 6th November, 1915.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be closed for the transaction of Public Business on MONDAY, 8th November, 1915.

By Order,

A. R. LOWE, Secretary.

Hongkong 6th November,

PYJAMAS

QUALITIES FROM \$4.00 PER SUIT.

STRIKING EFFECTS IN NEW ATTRACTIVE DESIGNS.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16 DES VŒUX ROAD.

WM. POWELL, LTD.

TELEPHONE 346.

SPECIALISTS IN GENTLEMEN'S WEAR.

SPECIAL

SHOW THIS WEEK

OF

HIGH-CLASS EVENING DRESS WEAR.

SEE WINDOW.

J. ULLMANN & Co.

SPECIAL SALE

GOLD POCKET WATCHES

Accurate Timekeepers!

Absolute Bargains!

Every Watch Fully Guaranteed.

BE SURE THAT THESE MUSICAL NOTES



APPEAR ON EVERY RECORD YOU BUY

THEY APPEAR ONLY ON

COLUMBIA DOUBLE DISC RECORDS

IT IS THE MARK OF EXCELLENCE, PURITY OF TONE & TRIPLE DURABILITY.

SOLE DISTRIBUTORS

THE ANDERSON MUSIC CO., LTD.,

6, DES VŒUX ROAD.

Tel. 1322

GILMOUR THOMPSONS

Royal Blend Whisky
Fit for a Prince

Mouse - Where's that d-d cat now?

PRICE PER CASE 1 DOZ. OTS. DUTY PAID \$21.00

SOLE AGENTS

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 135.

6, Queen's Road Central, Hongkong.

SHIPPING

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East—16, DES VORUX ROAD, HONG-
KONG, SHANGHAI: 2-3, FOOCHOW ROAD, YOKOHAMA:
38, WATER STREET, MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
CASHED.Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-
taining sailings and fares from the Far East to all parts of the
World, will be forwarded free, on application.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

**THE AUSTRALIAN
ORIENTAL LINE**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Mail Hongkong for Australia.
CHANGSHA	8th Nov.	13th Nov.
TAIWAN	28th Nov.	3rd Dec.

These steamers are fitted with Refrigerating machinery, ensur-
ing a plentiful supply of ice, fresh provisions etc., and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be de-
parted for Shanghai, Kobe & Moji on the 9th November.

WESTWARD

The S.S. "Dunera," tons 5,339, Capt. Munro, will be de-
parted for Spore, Penang, Rangoon & Calcutta on the 6th Nov.The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Nov. 5, 1915. Agents.

**HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.**JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., LTD. and CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
SATURDAY, 6th NOVEMBER.

10.00 p.m. Kinshan. | 4.30 p.m. Fatshan.

SUNDAY, 7th NOVEMBER.

10.00 p.m. Fatshan. | 4.30 p.m. Kinshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night (available also for Return by day Steamer).....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tal. Tons 1651. | s.s. Taishan. Tons 2006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 7th NOVEMBER.

The Company's Steamship HEUNGSHAN
will depart from the COMPANY'S WING LOK STREET WHARF
at 9 a.m. and return from Macao at 3 p.m.N.B.—The Company will also run a steamer from Macao on
Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the
Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 538 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong on the same day by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	§Fushimi Maru Capt. Trizawa T. 21,000 §Hirano Maru Capt. Fraser T. 16,000	{SATUR., 6th Nov. at noon. {THURS., 18th Nov. at noon.
VICTORIA, B.O., and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	§Shidzuoka Maru Capt. Jozawa T. 12,500	{THURS., 11th Nov. at noon.
SYDNEY & MEL- BOURNE, via Manila, Thura- day Island, and Townsville and Brisbane	§Hilachi Maru Capt. Tomimaga T. 13,500 §Tango Maru Capt. Soyeda T. 13,500	{TUES., 16th Nov. at 4 p.m. {TUES., 14th Nov. at 4 p.m.
CALCUTTA via Spore, Penang & Rangoon	Kawachi Maru Capt. Kurozumi T. 12,500	{SATURDAY, 13th Nov.
BOMBAY via Singa- pore, Malacca and Colombo	Kamamura Maru Capt. Kuwabara T. 12,500	{TUESDAY, 9th Nov.
SHANGHAI, Moji and Kobe	Iyo Maru Capt. Okamoto T. 12,500	{THURSDAY, 18th Nov.
SHANGHAI, Kobe and Yokohama	Tosa Maru Capt. Takano T. 12,000	{TUESDAY, 9th Nov.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. K. Soyeda T. 13,500	{SATUR., 13th Nov. at 10 a.m.
SHANGHAI, Kobe and Yokohama	§Kashima Maru Capt. Tabusa T. 19,000	{TUES., 16th Nov. at 10 a.m.

§ Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.—
" " Return " 900.	" " Return " 825.—
" " 2nd Single " 400.	" " 2nd Single " 360.—
" " Return " 605.	" " Return " 550.—

To London, Southampton, Liverpool via New York	\$60.13.0
" " " " Montreal	\$60.3.0

To Victoria, Vancouver, Seattle, 1st Single	\$25.
" " " " 1st Return	\$27.10.—

To Sydney, 1st Single	\$40.	To Melbourne 1st Single	\$41.
" " 1st Return	\$72.	" " 1st Return	\$73.16.—

To Yokohama, 1st Return	\$150.	To Kobe 1st Return	\$135.
" " 2nd " " 90.		" " 2nd " " 83.	

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

**CHINA NAVIGATION
CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	7th Nov. at 4 p.m.
H'OW, P'HOI & H'PHONG	Sungkiang	7th Nov. at 9 a.m.
MANILA, CEBU & ILOILO	Chinhua	9th Nov. at 4 p.m.
SHANGHAI	Yingchow	9th Nov. at 4 p.m.
NEWCHOW	Kansu	12th Nov. at 4 p.m.
W'WEI & TIEN-TSIN	Huichow	13th Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Tean	16th Nov. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

§MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"
and "Tean." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

§S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Ying-
chow," and "Sinkiang," with excellent accommodation, electric
light and fans in Saloon and State-rooms, maintain a regular
schedule service between Canton, Hongkong and Shanghai, leaving
Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and
Northern China Ports. Passengers are landed in Shanghai, avoid-
ing the inconvenience of transhipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 6th November, 1915.

SHIPPING

**JAVA-CHINA-JAPAN
LIJN.**

Regular Fortnight Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tilha (Jap.)	MACASSAR	7th Nov.	14th Nov.	JAPAN
Tilhadax	JAPAN	14th Nov.	16th Nov.	JAVA
Tilhwongx	BATAVIA	27th Nov.	4th Dec.	SHAI

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. 115

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 9th Nov., at noon.
Shinyo Maru	22,000 - 21 knots	Sunday, 28th Nov., at noon.
Tenyo Maru	22,000 - 21 knots	Tuesday, 30th Nov., at noon.
Nippon Maru	11,000 - 18 knots	Tuesday, 14th Dec., at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.
" " " San Francisco £45. " " £58.

† Cargo only. Omitting Shanghai.

* VIA MANILA, OMITTING SHANGHAI.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES,
BALINA CRUZ PANAMA, OALLAO, IQUIQUE and VALPARAISO. THENCE
BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Seiyo Maru 14,000 - 15 knots Wednesday, 10th November.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.**

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	5th Nov.	22nd Nov. 11 a.m.
St Albans	22nd Nov.	14th Dec. "
Empire	10th Dec.	3rd Jan. "

The above Steamers are fitted with Refrigerating Machinery, ensur-
ing a plentiful supply of ice, fresh provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers.
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	SUN., 7th Nov. at noon.
Hanching	W. O. Passmore	TUES., 9th Nov. at 2 p.m.
Haitan	J. S. Thomson	FRI., 12th Nov. at 2 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.,
General Managers.

LOG BOOK.

New Indian Seaports.

While the war has seriously in-
terfered with trade in India, as
elsewhere, it is an indication, of
the prosperity of the country to
find the Government discussingtwo projects relating to the con-
struction of two new ports, one at
Vizagapatam, on the East Coast,
and the other at Cochin, on the
West Coast says the *Pall Mall**Gazette*. These projects have
been on the anvil for
some years, but at the outbreak
of war in Europe many feared
that the Government would nottake them up for at least another
decade. In the case of the Vizag-
apatam project, however, the
Government has now decided toleave the financing, or, in other
words, the construction, and
administration, of the scheme to
the Bengal-Nagpur Railway, andas the railway company has been
the most ardent advocate of the
project it may be taken for granted
that it will now make everyeffort to begin work at the har-
bour at an early date. Viza-
gapatam is, roughly speaking, on
the eastern coast line of India,
midway between Calcutta andMadras. The harbour is
not far from the Viza-
gapatam railway station,
and possesses the great advantageof having an excellent natural
harbour. The port scheme has
been pronounced by Sir JohnWolfe Barry to be "an eminent-
ly practical one." The new port
will furnish an outlet for the
trade of the Central Provinces,and a considerable portion of
Orissa and the madras Presidency.
It will thus help materially inrelieving the congestion of traffic,
in busy times, at the port of Cal-
cutta. The port of Cochin, when
completed as suggested by theplanters of Southern India, will
serve Mysore, Coorg, and other
agricultural districts in SouthernIndia now sending their produce
to foreign countries through
Bombay or Madras. For sometime past, merchants in India
have recognised the necessity of
opening new harbours to the tradeof the country. With its enormous
seaborne trade, India has only
four seaports equipped with mod-
ern appliances for dealing withcargo, the ports of Calcutta, Bom-
bay, Karachi, and Madras, leaving
aside Rangoon, the port of Burma.Calcutta deals with the trade of
a tract of country approximately
six times the size of the UnitedKingdom, and has the absolute
monopoly of the jute exports of
the country, besides possessing aconsiderable share in the tea,
seeds, and other exports. As a
seaport, Bombay has a sphere ofinfluence almost as extensive as
that of Calcutta. Karachi deals
with the grain and seeds exportsof the Punjab and Sind and
Madras is the port for Southern
India. As the exports and im-
ports of India have increasedyear by year, the problem of the
congestion of traffic has assumed
alarming dimensions at the ports.Merchants using the ports of
Bombay and Calcutta, particu-
larly, have been complaining bi-
terly of the loss of trade arisingfrom the slow handling of the
exports and imports at the ports.
The Port Commissioners of Bom-
bay and Calcutta are, however,not to blame, as they have done
everything possible for the expedi-
tious despatch of cargo. It isthe immensity of the traffic at
Bombay and Calcutta that has
baffled their efforts. It is notunusual, during a busy year,
when the monsoon has been sat-
isfactory, to find the sheds at the
jetties in Calcutta crammed fromfloor to ceiling with merchandise
of every description, the yards
crowded with bales of jute or
consignments of seeds andhides and strings of waggons
laden with seeds, tea, jute, or
hides lying in the railway sidings
for days awaiting the removal ofgoods from the sheds to discharge
their burden. While the waggons
wait at the jetties, goods
accumulate at the railway stationsin the interior, and the merchants
raise a wail of shortage of rolling
stock. Similar conditions obtain
at the port of Bombay. Vizagapa-
tam is likely to prove a serious
rival to Calcutta. With the port
of Vizagapatam in full working
order, Calcutta will soon cease to
tap the seeds and grain exports of
the Central Provinces. The de-
velopment of the port facilities at
Cochin will relieve the congestion
of traffic at Bombay.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
HOIHOW & Haiphong	...Loksang	Sun., 7th Nov. at d'light
SHANGHAI via Swatow	Kwongsang	Sun., 7th Nov. at d'light
MANILA	...Loongsang	Mon., 8th Nov. at 3 p.m.
S'PORE, Pang & O'outa	Namsang	Mon., 8th Nov. at 3 p.m.
T'SIN via W'wei & O'outa	Cheongsang	Tues., 9th Nov. at d'light
S'PORE & Sourabaya	...Fooshing	Thurs., 11th Nov. at 3 p.m.
SHANGHAI	...Wingsang	Thurs., 11th Nov. at d'light
MANILA	...Yuensang	Sat., 13th Nov. at 3 p.m.
TIENTSIN via W'wei	...Chipshing	Sun., 14th Nov. at d'light
SHANGHAI	...Choyasang	Sun., 14th Nov. at d'light
Return Tours to JAPAN.		

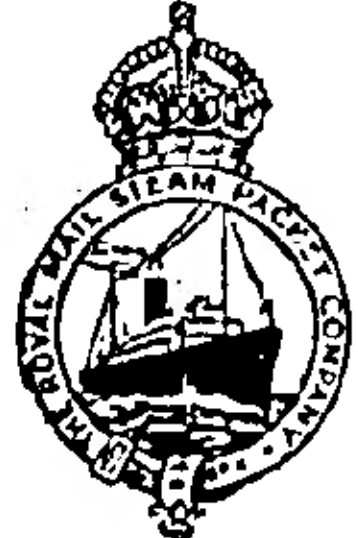
Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Uaukan, Jesselton and Labuan.
 For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG
Subject to change without Notice.

HOMEWARD.

For Steamer Date of Departure

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.
 For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

DRAWING DOCK 78' x 88' x 34' 6"

Pump empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

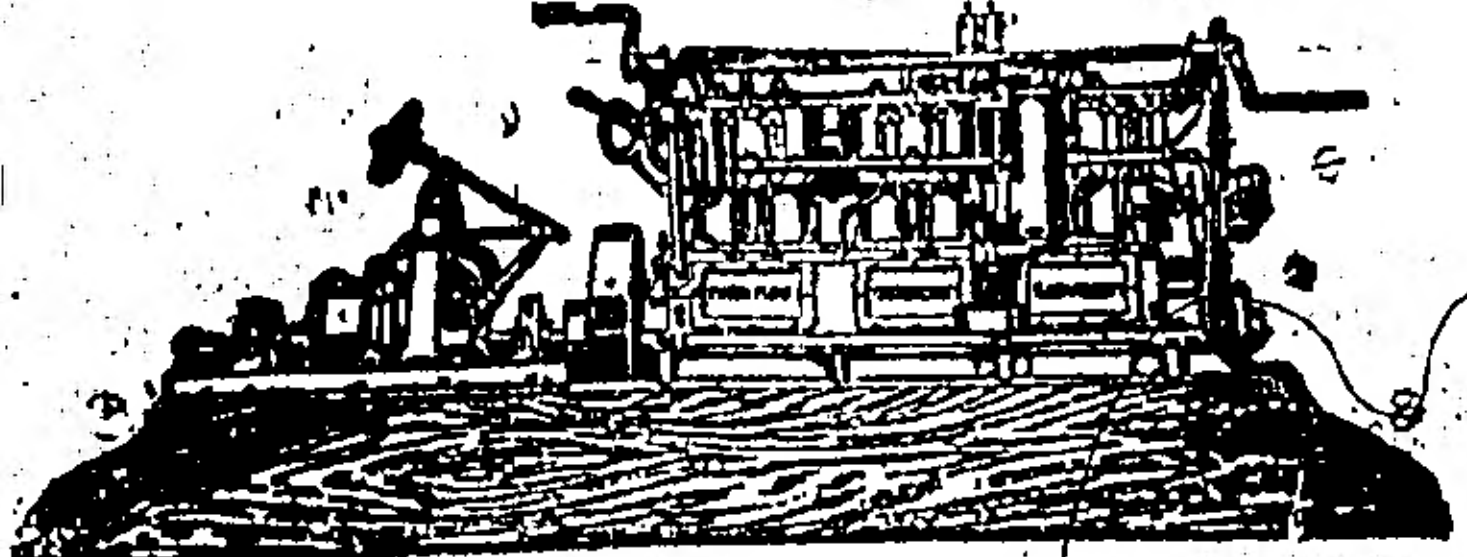
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



O.E. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, SHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

TELEPHONE No. 22.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
L'don, B'bay via Usual P. of Call	Novara	P. & O.	5. Nov.
Genoa and London	Carshire	J. M. Co.	5. Nov.
M'los, L'don via S'pore etc.	Fushimi M.	N. Y. K.	6. Nov.
L'don, B'bay via Usual P. of Call	Nellors	P. & O.	19. Nov.
London & Glasgow	C. of Bombay	B. L. L.	24. Nov.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan & Co.	Dairen M.	T. K. K.	5, Nov.
San F'co via S'hai & Japan & Co.	Chiyo M.	T. K. K.	9, Nov.
Mer'can, Peruvian and Chile	Seiyo M.	T. K. K.	10, Nov.
Ports via Japan	Hawai M.	O. S. K.	15, Nov.
Via, T'ma via M. K. & S'hai & Co.	Inverio	B. L. L.	17, Nov.
San Francisco	Mexico City	J. M. Co.	E. of Nov.
Vancouver and Seattle	Inverlyde	J. M. Co.	1, Dec.
Boston & N. Y. via Suez Canal	Nippon M.	T. K. K.	14, Dec.
San F'co via M'la & Japan & Co.	Persia	P. M. Co.	4, Jan.
San F'co via S'hai & Japan & Co.			

AUSTRALIA.

Australian Ports via Manila	Eastern	G. L. Co.	4, Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	16, Nov.
Australian Ports via Manila	Changeha	B. & S.	18, Nov.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai	Kwongsang	J. M. Co.	5, Nov.
Bombay via S'pore, Port S'ham,	Java	O. S. K.	5, Nov.
Penang & Colombo	Maru	D. L. Co.	5, Nov.
Swatow, Amoy & Foochow	Haimua	P. & O.	6, Nov.
S'hai, Moji, Kobe and Yokohama	Sardinia	J. M. Co.	6, Nov.
Manila	Loongsang	N. Y. K.	6, Nov.
B'bay via S'pore, Malacca & C'bo	Kakura M.	D. S. Co.	8, Nov.
Shanghai, Kobe and Moji	Japan	N. Y. K.	9, Nov.
Shanghai, Kobe & Yokohama	Tosa M.	D. L. Co.	9, Nov.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	9, Nov.
Swatow, Amoy & Foochow	Tango M.	N. Y. K.	13, Nov.
Nagasaki, Kobe and Yokohama	Yaensang	J. M. Co.	13, Nov.
Manila	Namur	P. & O.	14, Nov.
Shanghai, Moji, Kobe & Y'hama	Salamis	B. L. L.	25, Jan.
Mauritius and South African	Tilpanas	J.O.J. L.	Q. desp.
Ports	Tilbodus	J.O.J. L.	Q. desp.
Shanghai			

TO SAIL

THE BANK LINE LTD.

FOR SAN FRANCISCO.

The s.s. "INVERIC"

Capt. A. Wallace/4,789 tons, will be despatched as above on Wednesday, November 17, 1915.

For freight and further particulars apply to,

THE BANK LINE LTD.

Managing Agents.

Hongkong, 9th Oct., 1915.

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

The s.s. "INVERCLYDE."

about 1st December.

For freight and further particulars, please apply to

JARDINE, MATHESON & Co., Ltd.
Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The T. K. K. s.s. ANYO MARU will sail from Hongkong on March 10, 1916.

The T. K. K. s.s. SHIYO MARU 14,000 tons will sail from this port for Coronal via Moji, Kobe, Yokohama, Honolulu, Los Angeles, Balboa, Colon, Balboa, Colon, Africa, and Valparaiso on Wednesday, 10th November at noon.

The T. K. K. s.s. SHIYO MARU sailed for San Francisco on the 12th October at noon. This vessel will next leave Hongkong for San Francisco via usual ports of call on Tuesday the 28th Dec. at noon.

The Australian Oriental Line s.s. OHANGSHA left Sydney for Hongkong via usual Australian Ports, Zambanga and Manila on the 13th inst. and may be expected to arrive on or about 7th November.

CANADIAN MAIL.

The R.M.S. s.s. MONTEAGLE arrived at Yokohama on Friday the 5th Nov. at 8 a.m. and left Yokohama on Saturday the 6th Nov. a.m. due to arrive at Hongkong on Monday the 15th November a.m.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM from Sydney etc. left Manila for this port on the 5th inst. at 9 a.m. and may be expected to arrive here on the 7th inst. at 11 a.m.

ENGLISH MAIL.

The P. & O. s.s. SARDINIA left Singapore for this Port on the 2nd inst. afternoon with the outward English Mail, and is due here on the 7th inst. at about daylight.

VESSELS IN PORT.

Steamers.

Seiyo Maru, Jap. s.s. 4,771, Y. Maki, 29th Oct.—Moji, 24th Oct. Gen.—T.K.K.

Tikarabang, Dut. s.s. 5,089, N. Y. W. Juraame, 29th Oct.—Moji, 24th Oct. Gen.—J.O.J.L.

Rangoon Maru, Jap. s.s. 13,306, Nomura, 31st Oct.—Singapore, 24th Oct. Gen.—N.Y.K.

Wada Maru, Jap. s.s. 2,426, T. Asai, 31st Oct.—Moji, 25th Oct. Coal—S. & Co.

Nishio Maru, Jap. s.s. 1,659, M. Yodamatsu, 1st Nov.—Pascoeran, 15th Oct. Sugar—J.O.J.L.

Namsang, Br. s.s. 2,392, H. E. Gilroy, 1st inst.—Moji, 29th ult. Gen.—J. M. & Co.

Kwangsang, Br. s.s. Richard, 2nd Nov.—Shanghai, 31st Oct. Gen.—J. M. & Co.

Shidzuka Maru, Jap. s.s. 3,269, M. Tosa, 4th inst.—Singapore, 1st ult. Gen.—N.Y.K.

Walshing, Br. s.s. 1,723, M. Peckwell, 3rd inst.—Bangkok 31st ult. Gen.—Rice—J. M. & Co.

Haiyang, Br. s.s. 1,362, A. E. Hodgins, 3rd inst.—Singapore, 25th ult. Gen.—Chinese.

Taro Maru, Jap. s.s. 2,324, K. Miyazaki, 3rd inst.—Moji, 26th ult. Coal—M.B.S.

Fukui Maru, Jap. s.s. 2,943, H. Chishaki, 3rd inst.—Moji, 26th ult. Coal—M.B.S.

Glengola, Br. s.s. 2,399, W. McGhie, 3rd inst.—Rangoon, 25th ult. Gen.—Chinese.

Loongsang, Br. s.s. 1,929, W. G. G. Leask, 4th inst.—Manila, 1st inst. Gen.—J. M. & Co.

Hanoi, Br. s.s. 739, Morvan, 4th inst.—Hobbs, 3rd inst. Gen.—A. B. Marty.

Telamachus, Br. s.s. 1,340, A. Fraser, 4th Nov.—Saigon, 31st Oct. Gen.—Chinese.

Derawongse, Br. s.s. 1,047, C. W. Shearer, 4th inst.—Saigon, 29th ult. Gen.—Chinese.

TO SAIL

FOR VANCOUVER & SEATTLE.

The s.s. "MEXICO CITY."

about end of November.

For freight and particulars apply to

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 27th Oct., 1915.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & GLASGOW	City of Bombay	24th November
LONDON & HULL	Kioto	18th December

Subject to change without notice.

For rates of freight and further information apply to

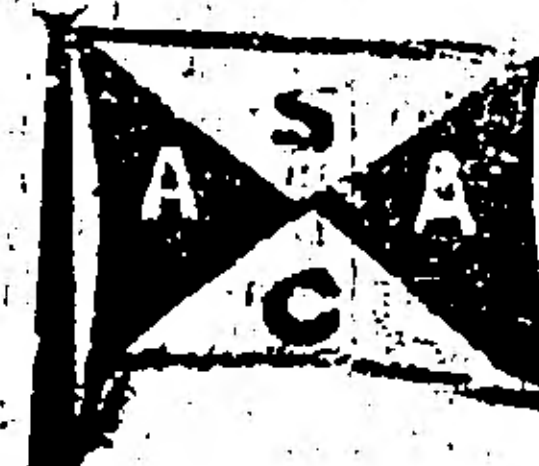
THE BANK LINE, LTD.

General Agents.

or to REISS & Co. Canton.

Hongkong, 27th Oct. 1915.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to

SHERMAN TOMES & CO.

General Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used All: A.B.C. Fifth Edition: Engineering, First and Second Editions: Western Union and Watkiss.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	SLIPWAY	CRANE
KOWLOON					
No. 1 Dock, Kowloon	100'	20'	10'	10'	10'
No. 2 Dock, Kowloon	100'	20'	10'	10'	10'
No. 3 Dock, Kowloon	100'	20'	10'	10'	10'
Patent Slip, No. 1, Kowloon	100'	20'	10'	10'	10'
Patent Slip, No. 2, Kowloon	100'	20'	10'	10'	10'
WATERLOO					
Compass Slip, Waterloo	100'	20'	10'	10'	10'
Patent Slip, Waterloo	100'	20'	10'	10'	10'
WATERLOO					
Patent Slip, Waterloo	100'	20'	10'	10'	10'
Patent Slip, Waterloo	100'	20'	10'	10'	10'

HEAD OFFICE: KOWLOON

Telephone No. 1 K.

Please Address Enquiries to the Chief Manager.

W. DYER & Co. M.J.N. Kowloon Dock Hongkong.

FOR OFFICE:
 QUEEN'S BUILDINGS,
 Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, SATURDAY, NOVEMBER 6, 1915

ZEPPELIN CAPTAIN'S STORY

OF BOMBS ON LONDON.

Thrilling Night Journey over the World's Greatest City.

Commander Mathy, the commander of one of the Zeppelin raiders, tells, in the following story, of his experiences during a recent visit to the London district.

The story was told in an interview with Karl von Wiegand, the special correspondent of the *New York World* in Germany. The following is passed for publication, with the comment that it contains numerous statements which are quite untrue and one (to the effect that an anti-aircraft gun has been placed under cover of St. Paul's) which can only be characterised as a falsehood apparently invented to excuse what German aircraft are attempting to do.

London is a vast military centre and military-defended city in every sense of the laws of war, written or unwritten as applicable to aerial warfare. Therefore property, from point of aerial attack, so far concerns everything usable for military purposes, such as big railway stations, banks, docks, shipyards, and industrial establishments. If anyone believes London is not 'defended,' and pretty well defended at that he should have stood by my side in the front gondola of my Zeppelin in my last attack on London a few nights ago and seen the red, angry flashes of scores of cannon belching shrapnel at my craft.

So spoke Lieut-Commander Mathy, of the Zeppelin aerial cruiser squadron of the German Navy.

"The day of battles in the air and attacks from the air of which romance writers have long dreamed prophetic, though, perhaps, somewhat fantastic dreams, has come to stay. Only the future can tell how much of the futuristic, impressionistic visions in the air pictured by fictionists in their romances on the subject may come true. Years ago anyone who would have believed Jules Verne's dreams would become more or less a reality would have been regarded as being not entirely normal. Two years' training and service in the big Zeppelin cruisers of Germany's airship fleet attached to our Navy convinces me we are only at the dawn of the day of war in the air and from the air, and only at the beginning of a great era of development of aerial crafts which will have great bearing on future wars."

In March I had the good fortune of meeting Lieut-Commander Haasen, of the U. 16, but now commanding one of the latest and biggest U boats, at a dinner, and had the first interview with a submarine commander during the present war. Haasen had just come back from a cruise, during which he had sunk five steamers. To-day I was so fortunate as to have an opportunity to talk with the man in command of the latest aerial attack on London.

Mathy is commander of the L-1, one of Count Zeppelin's latest, biggest, and fastest cruisers of Germany's aerial fleet, the value of which as scouting craft for the navy has been much underestimated abroad, and as fighting craft have, as Count Zeppelin told me in February, by no means reached their final development. That, despite their size, they are not so easily hit and brought down as has been the general impression is evident from the fact that the Germans lost no Zeppelin

lines in any of the numerous attacks on England. Attacking under the cover of night coming and going with great speed, and disappearing within a few minutes, they are like a vision in the night. The aeroplanes of England's flying corps have so far proved no defence against the Zeppelin raids.

"Nerves of Steel." Mathy is a man of perhaps thirty-four years, with closely-cropped hair, which gives him the appearance of an entirely bald, smooth-faced figure, slender, and svelte as a young woman. He was formerly commander of a destroyer in the torpedo flotilla. Like officers of German submarines I have met, he made the impression of being all nerves, and those nerves of steel.

Mathy and his Zeppelin have participated in every attack made on England from the air. His last, which was on the downtown City of London, was his "century Zeppelin run," or hundredth voyage in the air, counting his training and trial trips he told me.

"What I call luck has played a big part with me," he declared.

And Mathy has been lucky. Despite something which I cannot mention, but which every superstitious believer in omens and signs would regard as a very magnet of disaster and ill-luck, Mathy has been lucky. The day before his destruction he was on a Zeppelin which I saw burned and destroyed in the air above Johannisburg two years ago, and only missed that trip by some margin. He was on a navy Zeppelin the day before the craft was wrecked in a storm on the North Sea off Denmark two years ago, and in some way missed the voyage on the fatal day.

As nothing in this war has appealed more to the popular imagination or awakened greater interest than the war under sea and in the air, I asked Mathy to tell me about his last attack on London. I will so far as I can without disclosing what might touch upon military secrets, and that is pretty much everything about a Zeppelin. Even the secrets of Germany's famous submarines are not guarded as closely or jealously as the Zeppelins. I have been abroad one of the largest U boats and looked through the periscopes, went through from stem to stern, but have never been able to get within gunshot of one of the Zeppelin harbours. Even the officers and crew of war Zeppelins have been carefully kept away from correspondents, or, rather, the correspondents away from them.

I promised Mathy I wouldn't ask him any questions that would get him into trouble with the Admiralty.

Hundredth Cruise.

"It was my hundredth Zeppelin cruise, counting my training trips, and I was much interested in it because of that, and wondered whether I would safely round out my century," said the commander of the L-1. "I had taken my Zeppelin in safety to England and back several times, and learned something of value each trip applicable to the next time. The first time I took my Zeppelin to England it was something akin to discovering a new country, and my impressions were much more vivid than now. It and some of the following were more or less experimental. We had much to learn, despite all our practice and training. It was a new sort of

warfare in which we had, more or less, to feel our way and study aerial strategy, aerial tactics, and to learn to locate in darkness the military points and objects we desired to attack.

We had to study the aerial currents above the North Sea and England. What we have done to England so far is by no means all that we can do now that we have learned many things we did not know and are necessary to know. The Zeppelins had to be their own scouts and information gatherers. Now, for the first time, my instructions were to attack certain points in the downtown City of London, such as railway stations, bridges, industrial establishments. Strict orders to do everything possible to avoid hitting St. Paul's and other churches, museums, Palace, Westminster Abbey, Parliament, and, of course, residential districts.

"I want to say there's not an officer or man in the aerial fleet who doesn't feel it as deeply when he learns that women and children and other non-combatants are killed as does a gunner or commander of big guns when he hears his shell didn't strike exactly where he wanted it to and resulted in the death and injury of non-combatants. In fact, I would much rather stand on the bridge of a torpedo-boat, fighting ship against ship, than attack a city from the air, although not because the danger to me is much greater in the latter.

"Let me say that a Zeppelin voyage to England and back depends on weather and wind conditions. If very favourable it can be made in less time with our new fast cruisers. But you want to know about my last attack on London.

"The weather stations and meteorological balloons attached to the aerial service reported favourable conditions. The colder the weather the more we can carry. The temperature was quite cool when we started, with full magazine bombs which constitute Zeppelin ammunition, and not much unlike shells fired from a ship or siege artillery, which, after all, come through the air, too. "Soon we were out over the North Sea and moving upon England through the air at a lively speed with a favourable wind. Back of us were the receding shores of Germany, below us the white-capped billows of the North Sea like a watery desert in motion stretching out as far as we could see, without a sign of life except a single fishing craft."

"What was the principal emotion or impression up there on the bridge of your Zeppelin?" I asked the man who makes war from the air.

"My chief impression was speed, and we got very cold. Our new Zeppelins are very much faster than a ship, and I always think of the great difference in pressure as compared when I stood on the bridge of my ship. Formerly when commanders' gondolas on older Zeppelins were entirely open this was even more marked. Our new ones have somewhat of a protection in the form of a wind-break. But it's intensely cold 3,000 to 5,000 or more feet in the air, moving at the speed. There is no chance to move about much, of course; one way of warming pilots of aeroplanes, is wearing thick felt boots. Despite that we got cold, especially on the last trip. We ate before we started, then occasionally took a pull at a Thermos bottle of hot coffee or tea."

"All Teetotalers."

"Nothing stronger, commander?" I broke in.

"No, absolutely nothing stronger."

"Zeppelins have neither bar, kitchen, nor dining-room, Zeppelins are teetotalers. We have got to have clear heads up there, and cool steady nerves, the nerves which spirits don't necessarily furnish. And we can't while away our time between firing—

for we call it firing, too—and dodging shrapnel by smoking. A Zeppelin is the strictest Sunday School institution; there is no drink nor smoke. Each man's pockets are his pantry, for he carries a snack. I take a bottle of cognac, along with some first aid material, in case someone gets hit. "No doctor?" "No, we carry no doctor. If a shrapnel ball hits any of us we bandage the wounded man as best we can, and give him a drink of cognac and he has to wait until we get back. If we were brought down I guess there would be doctors there, if we needed any, which would be unlikely. But to return to my narrative."

In short, terse, staccato-like sentences Mathy told the story of the attack. "As the sun sank in the west we were still a considerable distance out over the North Sea. Below us it was rapidly getting dark, but was still light up where we were. On one side or the other was a Zeppelin, in grey war paint, like that of my craft, visible in the waning light against the clear sky, gliding majestically through the air. A low, mist-like fog hung over the spot in the distance where England was. Stars came out and it grew colder. We took another pull at our Thermos bottles and ate something. As we neared the coast I set the elevating planes to go still higher in order that our motors might not disclose our presence too soon.

"I cannot tell you exactly the time or place we crossed the coastline, as that might be an advantage to the enemy. Men went to the guns which fight off airmen should we be attacked, and the others were each at his post. My lieutenant took his place at the firing apparatus, which releases bombs and controls the speed or rapidity at which they are dropped according to my orders from the bridge on the front gondola. It is a cold, clear, starlit night with no moon—one of those nights when distances and objects in looking toward the sky are illusive, and it is difficult to get the range of rapidly moving objects, while our instruments tell us exactly how high we are.

"The mist disappeared, and in the distance we can see the Thames river which points the way to London. It is an indestructible guidepost and a sure road to the great city. The English can't darken London as much as they like, they can never eradicate or cover up the Thames. It is our great orientation point from which we can always get our bearings and pick up any point in London we desire. That doesn't mean that we always come up along the Thames, by any means. London is darkened, but was so sufficiently lighted that on this night I saw a reflected glow in sky sixty kilometres away shortly before ten o'clock. I headed straight for the glow in the sky, and then a point on the Thames, to get my bearings for my objective attacks.

"Dark Spots Standing out from Blur of Light."

"Soon the city was outlined, still and silent, below in the distance. There were dark spots which stood out from the blur of lights in the wall-lit portions. The residential sections were not much darkened. It was the dark spots I was after, and I bore down upon them, as they marked the down-town portion of the city. A large city seen at night from a great height is a fairy-like picture. We were too high to see human beings in the streets below. There was no sign of life, except in the distance moving lights, which were probably railroad trains. All seems still and quiet; no noise ascends from below that penetrates the sputtering motors and whirling propellers. As if in the twinkling of an eye all this changes. There is a sudden flash, and a narrow band of brilliant light reaches out from below, and begins to feel around the sky, a

third, a fourth, a fifth, until soon there are more than a score of criss-crossing ribbons. As viewed from a Zeppelin, it looks as if the city had suddenly come to life, waving its arms around the sky, and sending out feelers for the danger that threatens. But our impression was more that they are tentacles seeking to drag us to destruction.

"London keeps a good watch on the sky. Our motors and propellers soon revealed our presence. First one, then another and another of those ribbons shooting out from the glaring, eyelike searchlights, pick us up. Now from below comes an ominous sound that penetrates the noise of our motors and propellers. There are little red flashes and short bursts of fire which stand out prominently against the black background. From north, from south, from right, from left they appear, and following the flashes rolls up from below the sound of guns.

"Impressive Picture." "It is a beautiful, impressive, but fleeting picture as seen from above, probably no less interesting from below, the greyish, dim, outline of the Zeppelin gliding through the waving ribbons of light and shrapnel cloudlets which hang thick. We can see thousands of small lamps, and amidst these, especially in the black spots, the baleful, gleaming, great eye-like searchlights, and constant red flashes from many guns. But we have no time to admire; our eyes and mind must be concentrated on our work, for any moment we may be plunged below a shapless mass of wreckage and human bodies shattered beyond recognition. You saw it at Johannisburg two years ago. I had so little time to register impressions that I have to think back now to give you a descriptive word picture of the scene. When first the searchlight picks you up you see the first flash of guns from below; your nerves get a little shook, but then you steady down, and put your mind on what you are there for. I picked up St. Paul's and with that point of orientation laid a course for the Bank of England.

"Lie About St. Paul's." "There was a big searchlight in the immediate vicinity of St. Paul's, and the English had placed a battery of guns under cover of that church, as I could plainly see from the flashes as they belched shrapnel at us. Perhaps from a military standpoint I would, under the circumstances, have been justified in dropping bombs on the battery, which was very near St. Paul's but had neither the desire nor the intention to do so, for fear possibly of damaging the church. However, I don't think the English should use churches, museums, and similar buildings as a cover or protection for their guns. Although we had been fired upon from all sides we had not yet dropped a bomb. Above the Bank of England I shouted through the speaking-tube connecting me with my lieutenant at the firing apparatus. Fire slowly. Now, mingling with the dim thunder and vivid flash of the guns below, came the explosions and burst of flames from our bombs. With the mind solely concentrated on picking out places previously on the programme for attack as being factors having a military bearing on the preparation, concentration, or transportation of troops or places of other than military use, and on stopping the Zeppelin and directing the firing, the comparatively short time above London appeared much longer than it actually was."

"We soon observed flames bursting forth from several places. Over Holborn Viaduct, in the vicinity of Holborn station we dropped several bombs. From the Bank of England to the Tower was a short distance. I tried to hit the bridge, and believe I was successful. To

what extent damage was done I could not determine. Flashes from the Tower showed guns placed there which I had already observed on a previous attack. They were keeping up a lively fire. Manoeuvring and arriving directly over Liverpool-street station I shouted: 'Rapid fire' through the tube, and bombs rained down. There were a succession of detonations and bursts of fire, and I could see that we had hit well and apparently done great damage, which has been confirmed by reliable reports we have since received. Flames burst forth from several places in that vicinity.

"Most Successful Trip." "Having dropped all my bombs I turned my ship for home. My orders had been carried out quickly. Despite the bombardment of the sky we had not been hit. Several times I leaned out and looked up and back at the dark outlines of my Zeppelin, but she had no hole in her gray sides. In point of damage done, and hitting objects which I had received instructions to attack, it was my most successful trip in London or the vicinity. According or descending until we found a favourable wind current we made a quick return."

"How long were you over London?" I asked the lieutenant-commander, or captain-lieutenant, as is that title in German, and upon whose left breast was the Iron Cross of the First Class.

"The main attack was from 10.50 to eleven, just ten minutes."

"Then the Zeppelin tactics of attack are to make a dash to points to be bombarded and quickly get away?"

"Yes, attacks must be short and quick."

The carefulness with which the plans of attack are studied beforehand developed during our talk. Mathy mentioned figures and seemed to know to a yard how far it was from St. Paul's to the Bank of England, thence the Tower and the different railway stations, and how long it took his Zeppelin, given the velocity of the wind and the revolutions of the propellers, to cover those distances. He often referred to new instruments and apparatus in use in Zeppelins for navigation, locating and measuring objects below, and controlling dropping bombs. This gave me the impression that there has been much research, experimenting, and considerable progress along those lines in recent months. There are a number of interesting facts in connection with Zeppelins which, for obvious reasons, I cannot include in this story, among others the number of hours it now takes to make a dash to London and return. There is good reason for assuming that in the latest Zeppelins, there are many improvements, that they are much faster, can carry more, and go higher than formerly. Count Zeppelin told me in February that those were three things he was working on.

English "Doing Well."

Asked from what height he attacked London on the last raid, the Zeppelin commander replied, "Sorry, but I don't want you to give the English their range. They are doing well enough as it is, and learning fast."

"Balfour said London was not a fortified city, and that its defences against aerial attack were poor," I ventured.

"We know there are several forts and batteries around the City and outside, and had he stood by my side a few nights ago and looked into those flashing guns all over, he wouldn't say London was not a militarily defended city, and perhaps not think so poorly of its aerial defence."

When I asked how many bombs he carried and their size, Mathy remarked that, much as he would like to oblige me, that was a military question. "We carry two kinds of explosive bombs, and similar shells and fire bombs for destruction by fire. I cannot tell you their size, but they are of tremendous destructive force, as probably you could convince yourself if you could see around Liverpool-street Station. The number we carry depends largely on the distance we intend covering, and the quantity of benzine for the motors it is necessary to take." Mathy intimated that the new Zeppelins have a considerably greater radius of action than London and back. I asked the Zeppelin commander if he had ever been attacked by aeroplanes on any of his raids on England.

Aeroplanes Versus Airships.

"I have never experienced a fight with an aeroplane; in fact, have never been bothered by them. Men are always at my guns watching for them, but so far none has attempted an attack. We are pretty well prepared for them." He remarked, significantly: "I am not afraid of them, and think I could make it interesting and take care of them unless, perhaps, there was a regular swarm. So far as aeroplanes corps for the defence of London could be effective it must be remembered that it takes some time for an aeroplane to screw itself up as high as we are, and by the time it gets there we are gone. Then, too, a great difficulty for the aeroplanes to be at night, while we can stay up all night and longer, if need be."

In my trips to and from Denmark I have observed Zeppelins out as far as Copenhagen scouting for enemy ships. My impression is that they have been of valuable service to the German navy as scouts, and this is confirmed by some things Mathy said.

"What could a fleet of twenty-five or more Zeppelins do in an attack on London?" was my parting question to the commander.

"If you mean an attack without consideration for anything or anyone that would be terrible, awful, Zeppelins then could stay much higher than now, when we have to pick out certain points. Such a fleet could probably cause more than a thousand fires, and would mean the destruction of the greater part of London; but I don't think there is any danger of that. We have no wish to destroy indiscriminately or injure and kill women, children, and other non-combatants."

OBITUARY.

The Late Mr. Alfred Neubronner.

The death has occurred of Mr. Alfred de Windt Neubronner, at his residence in Park Road. The deceased was seventy-one years of age. He commenced as chief clerk to the Resident Commissioner at Malacca, was later transferred to Penang, and left office to become Consul for Siam and Agent for the Perak Government. He was made Phya Dhip Siamkitch by Siam in recognition of his services. He was for twenty-five years Coroner of this Settlement. He retired from the position of Consul General for Siam after serving that Government for thirty-eight years. The funeral took place at Western Road cemetery this afternoon, and was very largely attended.—Singapore Free Press

HONGKONG, SATURDAY, NOVEMBER 6, 1915

1890.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for November 6th 1890.

Hongkong and Shanghai Bank New Issue—\$252 per cent premium, buyers.

Union Insurance Society of Canton—\$93 per share, ex-div. buyers.

China Traders' Insurance Company—\$63 per share, buyers.

North China Insurance—The 340 per share, sellers.

Canton Insurance Company Ltd.—\$118 per share, buyers.

Yangtze Insurance Association—The 70 per share, buyers.

Hongkong Fire Insurance Company—\$330 per share, sellers.

China Fire Insurance Company—\$88 per share, buyers.

Hongkong and Whampoa Dock Company—\$74 per cent. premium, buyers.

Hongkong, Canton and Macao Steamship Company—\$371 per share, sellers.

China and Manila Steamship Company—\$127 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$165 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China S.N. Company—25 per cent. dis., sellers.

Douglas Steamship Company—\$47 per share, buyers.

China Sugar Refining Company Ltd.—\$171 per share, sellers.

Laxon Sugar Refining Company, Limited—\$178 per share, buyers.

Hongkong Ice Company—\$88 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd.—\$120 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$74 per share, sellers.

Hongkong Dairy Farm Co. Ltd.—\$10 per share, sellers.

A. S. Watson and Co., Ltd.—\$24 per share, buyers.

Hongkong High Level Tramway Co., Ltd.—\$105 per share, buyers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Green Island Cement Co. (old issue)—\$25 per share, sellers.

Hongkong Land Investment Co., Ltd.—\$90 per share, buyers.

Hongkong Electric Light Co., Ltd.—\$5 per share, sellers.

West Point Buildings Co., Ltd.—\$22 per share, sellers.

CHINESE HEAVILY SENTENCED

Return from Banishment.

Two Chinese were charged, with stealing from the godowns, before Mr. Hasland at the Police Court this morning. They were sent to prison for two months with four hours in the stocks, and one was sent to prison for an extra year for returning from banishment.

ALLEGED THEFT OF DOLLAR BILLS.

Case Adjourned.

At Mr. Hasland's court to-day a Chinese was charged by Inspector Kerr with stealing \$25 in notes, yesterday, from M. S. Stapleton of 6, Victoria View.

Mrs. Stapleton stated she could not identify the notes, but her husband had told her she had \$25.

The case was adjourned until Monday in order that Mr. Stapleton may attend the court.

YESTERDAY'S CONCERT.

Professor Danenberg's Pupils at the City Hall.

Congratulations are due to Mr. E. Danenberg for the high class concert given by his pupils at the City Hall yesterday afternoon. In spite of bad weather there was an excellent attendance and all present were enthusiastic in their expressions of approval of the various items on the programme. Mr. Danenberg's pupils had the assistance of Mr. E. J. England, Mr. F. X. B. Bello and Mr. E. D'Aquino whose contributions added materially to the success of the entertainment. One of the most excellent numbers was Miss Elfrida Osmund's piano duet (two pianos) with Mr. D. Danenberg; Chaminade's Concerto in G major, and another, Saint-Saens' Concerto in G minor, given by Mrs. Ribeiro and Professor Danenberg. Miss Osmund's songs, "My Little Grey Home in the West" and "Because" were also specially worthy of note. The full programme is as under:

Mazurka: Borowak—Master William Macos.

Phantom Melody: V. Bienes.

—Miss Marie Souza.

Andante: Mozart—Miss Marie.

Song: "Little Gray Home in the West."—Miss Marie.

"Dancing with Dolly."—Z. Lehrer.

—Miss Marie.

"Poeme Erotique."—Miss Marie.

—Miss Marie.

Song: "Il Balon (Trovatore)."—Mr. F. X. Bello.

Concertstück: Chaminade.

—Miss Elfrida Osmund. (The Orchestral part played on a 2nd Piano by Prof. E. Danenberg.)

Song: Prologue from "Pagliacci."—Leonavillo.—Mr. E. J. England.

Nocturne: Field.—Miss Marie.

"Polichinelle."—Rochmanoff.

—Miss Marie.

"Danse Orale."—Chaminade.

—Miss Marie.

"Cacoe - Cacoe."—Gabriel.

Pierre.—Master William Macos.

Song: "Oochi di Fata."—Denz.

—Mr. E. J. England.

Concerto in G minor (a.) Andante sostenuto. (b.) Allegro scherzando. (c.) Presto: Saint-Saens—Mrs. F. X. V. Ribeiro.

(The Orchestral part played on a 2nd Piano by Prof. E. Danenberg.)

Song: "Because."—Gay d'Har.

—Miss Marie.

"Wedding Day."—Grieg—Miss Ruby Mow.

—Miss Marie.

CRICKET.

H.K.C.C. v. K.C.C.

The following will represent the H.K.C.C. versus Kowloon C.C. at Kowloon on Wednesday November 10. Play to commence at 10.30 a.m. B. Hancock, T. E. Pearce, R. N. Anderson, D. E. Donnelly, R. A. Brand, R. P. Threlkeld, M. M. Maas, F. S. Leigh Bennett, Major Morgan, F. Syme Thomson, E. J. R. Mitchell.

Hongkong Cricket Club.

The following will represent the Scouts Coy. against the Reserves on the Club ground on Monday November 8, play commencing at 10 a.m.

G. E. Beyer (Capt.) R. A. Brand, A. L. Gao, C. J. Hewitt, R. O. Hutchison, R. Kennedy, P. S. Leigh Bennett, M. M. Maas, E. J. R. Mitchell, E. B. Reed, F. Syme Thomson.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman V.D. state:—

Parades for Monday, 8th instant. Nil.

Parades for Tuesday, 9th inst. 5.15 p.m. No. 1 Soc. Arty. Batty, Centre Sec. M.G. Co. and Left Sec. M.G. Co. Company drill on Cricket ground, under Captain Wood.

5.15 p.m. Right Section M.G. Co.—Section drill and R.H. exercises on Cricket ground.

5.15 p.m. Scouts Company—Company drill on Cricket ground.

5.15 p.m. Recruits of all units (except Right Section M.G. Co. and Signalling Section) Squad drill and R.H. exercises at Headquarters under Sergt. Major Higby and Sergt. Crawford.

5.15 p.m. Stretcher Bearer Section Instruction at Headquarters. Remainder Nil.

Detail. Gun Club Hill, Kowloon. On duty until 11th instant. Scouts Company.

Officer on duty Lieut. Weall. P. of W. Camp, Kowloon:—

On duty to-night Centre Section M.G. Co.

Officer on duty Lieut. Wright. On duty to-morrow night No. 1 Soc. Arty. Batty and Right Sec. M.G. Co.

Officer on duty Lieut. Kennet. On duty 8th instant No. 2 Soc. Arty. Batty.

Officer on duty Capt. W. M. Scott.

On duty 9th instant Civil Services Company.

Officer on duty Capt. Churchill. Orderly Sergeant until 11th instant—Sergt. D.S. Cooper.

POLICE RESERVE ORDERS.

Police Reserve Orders issued to-day by Mr. F.C. Jenkins, D.S.P. (Reserve) State.

Parades etc. Sunday, November, 7.—Firing of Part I, Musketry Course, by all Inspectors and Sergeants. Leave Blake Pier 9 a.m. Service Rifles will be provided on the Range.

Tuesday, November, 9.—Service Rifles instruction for certain P. os. firing on November, 10th. Also parade of all Recruits of all Companies.

Wednesday, November, 10.—Firing of Part I, Musketry Course, by three Platoons already warned.

Thursday, November 11. Combined Equipment Parade of all ranks at Central Station at 5.15 p.m. Winter uniform to be worn by men to whom same has been issued, remainder in multi. Rifles, Ammunition, Armlets, Tunobooks, "Duty Reminders" and Musketry Course Books must be produced at this Parade.

Platoon Commanders will be provided with special forms for their equipment returns.

Members are reminded of the rule that a parade is to be considered as cancelled in the event of steady rain falling one half-hour before the time for which the parade is ordered.

"Range Regulations." for the Musketry Course have to-day been handed to O. O. Companies for issue to their men. The leaflet is to be inserted in the Musketry Course Handbook.

WOUNDING CHARGE AGAINST INSANE CHINESE.

Disturbance in Court.

Before Mr. Lindell at the Police Court this morning a Chinese was charged with cutting and wounding another man at a boarding house. He was certified to be insane, and was discharged, but created a disturbance in the court by his moaning until lodged in the cells.

THE COLONY'S FINANCES.

Statement For August.

The following is the financial statement of the Colony for the month of August, 1915.

Revenue and Expenditure. Balance of Assets and Liabilities on July 31, 1915, ... \$2,742,422.78

Revenue from Aug. 1 to 31, 1915, ... 879,788.05

Expenditure from Aug. 1 to 31, 1915, ... 1,134,041.07

Balance, ... \$2,488,162.46

Assets and Liabilities on August 31, 1915.

LIABILITIES.

D. debts not available, ... \$1,182,377.83

House service account, ... 8,358.79

Postal agencies, ... 21,723.96

Overdraft, bank, ... 2,809,235.36

Exchange, ... 283.82

Total Liabilities, 4,022,479.76

Balance, ... 2,488,162.46

Total, ... \$6,510,642.22

ASSETS.

Subsidiary coins, ... \$744,990.57

Advances, ... 88,510.87

Imprest, ... 34,200.18

Crown Agents' deposit account, ... 1,055,631.07

Railway construction, ... 4,277,304.22

Unallocated stores, (P.W.D.), ... 308,233.71

Crown Agents' current account, ... 3,712.62

Total, ... \$6,510,642.22

THEFT OF MACKINTOSH.

Banished Chinese Sent to Prison.

Before Mr. Lindell at the Police Court this morning a Chinese was charged with stealing a mackintosh from 45, Queen's Road, Central. It appears that the mackintosh was stolen on Friday morning, and later it was found on the stairs of the house, P.O. 155, Edwards, who was in the vicinity at the time, arrested the man and found, on taking him to the station, a pawn ticket for the mackintosh, and a gold watch was found in his possession.

Prisoner has been banished for less than three months, on the last occasion for larceny.

He was sentenced to six weeks in the case of the mackintosh, six weeks for having the watch in his possession, and 12 months for returning from banishment.

THE SOCIETY OF ST. VINCENT DE PAUL.

An Appeal.

Of the many institutions which have been formed to succour the indigent and to help the poor in general, without distinction of creed or nationality, there is, probably, none which exceeds in usefulness the Society of St. Vincent de Paul. It is, therefore, very desirable that the Hongkong Branch of this great Society, which has been established here over half a century, should continue to be maintained by the general public. Everybody knows of the vast amount of good the Society of St. Vincent de Paul is doing all over the world, and on the local Branch alone about a hundred poor families are more or less dependent.

As the Society's funds in Hongkong are almost entirely obtained from the annual of *Freemasons*, another earnest appeal is made to the generosity of the public for its support at the forthcoming fete, which will take place on Sunday the 14th instant, under the distinguished patronage of His Excellency the Governor and Lady May.

CANTON NEWS.

(From Our Correspondent.)

Canton Aviation Meet.

Qanton, November 4. At last, after long waiting, the people of Canton have had the opportunity of seeing Captain Tom Gunn make flights in his aeroplane. We began to think the privilege would never come for the day was set and then postponed several times. But Tuesday and Wednesday, the 2nd and 3rd instant, the long looked for event took place.

Weather conditions were all that could be desired. The first day was cloudy, but not rainy, and the second day was bright with sunshine. There were no troublesome winds and the water of the river was as smooth as glass. A moderately large crowd came on the first day, but the second was a crush. Everybody was delighted with the perfect performance which was carried out without a hitch.

Tom Gunn is certainly an aviator of the first rank. He controls his machine with ease and accuracy. China may well be proud of him. He made no attempt to introduce sensational aerial antics, as so many aviators pride themselves upon doing, but the marvellous command he displayed gave every one the impression that he could do the most difficult stunts if he saw fit.

On the contrary he did what is of vastly more importance. He made quick, steady rises, flew rapidly wherever he chose to guide the machine, and then descended accurately and safely without loss of time. His exhibition was praiseworthy in every way. It opened our eyes to the great possibilities of air travelling, as no acrobatic juggling could have done. We have no hesitation in ranking this young Chinese as second to none in skill, courage, nerve, ambition, and what is not so common in aviators, common sense. All honour to him, the first Chinese to master the art of flying.

Two flights were made the first day, on the second of which Mr. Lee Sat, Chief Military Adviser to General Lung, accompanied the aviator as a passenger. They reached a height of a little over 5,000 feet. Mr. Lee expressed himself as well pleased with his novel experience, although it was a bit chilly in the upper strata and they passed through what seemed like a shower of rain.

The second day three flights were made. On the second trip Mr. Wong Kwok Ling, the Canton Chief of Police was passenger. He also enjoyed his journey and returned smiling. But the last flight was the one that riveted the attention of all and caused a great wave of enthusiasm to pass over the mighty assembly. Mr. M. H. Newman, the comprehensive genius who has managed the entire affair with so much skill and success, announced that the last flight would be a trial for altitude. The aviator rose higher and higher till the huge sea-plane looked like a bird, the sound of the motor was lost, and the form of the daring man who guided the dizzy course was entirely indistinguishable. At this great height he sailed over the city several times, then descended with graceful dips, landing in perfect safety.

His barometer indicated an elevation of 14,000 feet, breaking all previous records for China.

DRUNKEN WATCHMAN ON TAI PO RAILWAY STATION.

Before Mr. Hasland at the Police Court this morning, an Indian watchman at Tai Po railway station was charged with being intoxicated whilst on duty. In answer to a question from His Worship, Mr. Aslett, Traffic Inspector, said there was a good deal of drunkenness between the Sikhs on the railway. A fine of \$15 was imposed or in default a month's imprisonment.

DAY BY DAY.

Theatre Booking.

Owing to Monday being a holiday Messrs. S. Moutrie and Co. will be open for the booking of seats for the Horace Goldin Company from 9 a.m. until 12.30 p.m. and seats can be booked at the Hongkong Hotel from 2 till six p.m.

The Peak Sunday School.

We are requested to state that the Peak Sunday School will be opened next Sunday at 3 p.m. in the Peak School, kindly lent by the Director of Education, and will be held on the first and third Sundays in each month.

Rev. F. T. Johnson.

We understand that the marriage will take place, early in the year, of the Rev. F. T. Johnson, former Chaplain of St. John's Cathedral, and Miss Gertrude Ellis, the daughter of Colonel Ellis.

Red Cross Performance Postponed.

Owing to bad weather, the management of the Bijou Theatre found it advisable to postpone the Red Cross performance advertised for last night. We are asked to state that it will take place on Tuesday night.

Victoria Theatre.

No one should miss the magnificent picture, "When Home Ruled," which was shown at the Victoria Theatre last night for the first time. It is a four-part film, produced at an enormous expense and introducing some of the greatest of cinematograph artists. The story, which is both realistic and feasible, concerns the wonderful adventures of a young Christian girl who is persecuted by a priest of the temple of Jupiter and is eventually condemned to death for her faith. Other items on the programme are some highly interesting war pictures and a fine descriptive picture of seal-hunting.

UP TO THE MINUTE.

Closing Prices:—

Banks, — \$830, sellers.

Unions, — \$950, sellers.

Douglas, — \$88, sellers.

Indos, — \$154, sellers.

Langkats, — The 40, buyers.

Ewo's, — \$180, buyers.

Cements, — \$101, buyers.

Watsons, — \$61, buyers.

WEST POINT MURDER CHARGE.

Further Adjournment.

Further evidence in which no new facts were gleaned was offered in the West Point murder charge in Mr. Hasland's Court this morning, and a further adjournment was ordered.

QUARRELSOME CLERGYMEN.

A Presbyterian Grievance.

London, Sept. 26th.—The Rev. Lancelot Moulton Watt, in an article in the Scotsman, states:—"Formerly it was the custom in the great British camp in Northern France to hold a united service for all creeds under the guidance of the Presbyterian and Anglican chaplains, there being no attempt at proselytising. When the Anglican chaplain was removed elsewhere along the front, the Presbyterian minister continued the service until another Anglican came. Bishop Gwynne was recently appointed to supervise the Anglican chaplains, and he has now intimated that the joint services must cease and that the Anglican soldiers must attend only the Anglican services. It is impossible for the great mass of Anglicans to approve of this bitterness. At one point in a hospital where a wounded Scotsman was lying an English chaplain went in to give Holy Communion to some stricken soldiers. He said, with a light smile, 'You're out of it, Jack. I can't give it to you. How the stricken Christ must have felt.'"

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—23rd Sunday after Trinity, 7th Nov., 1915. Holy Communion (8.5 a.m.) Matins (11 a.m.) Responses: Ferial. Venite.

Elvey. Psalms: of the 7th morning. Te Deum: Oakley in F. Jubilate: Hayes in F. Anthem: "To God on high."

Mendelssohn. Holy Communion (12 noon). Hymns: 232.

N.B.—Psalm 35, verses 1, 9, 17, 18, 23, 24 in unison. Psalm 36, verses 5, 6, 11, 12 in unison.

Evangelist (5.45 p.m.) Responses: Ferial. Psalms: Goss, Magnificat: Robinson (14th morning).

Nunc. Dimittis: Woodward (14th evening). Hymns: 231, 277, 27. N.B.—Organ Recital on Monday, Nov. 15th, at 5.30 p.m.

St. Andrew's Church, Kowloon.—23rd Sunday after Trinity, 7th Nov., 1915. Holy Communion at 8 a.m. and 11 a.m. Morning Prayer. 11 a.m. Hymn: 537.

Responses: Ferial. Venite: 7th Day. Psalms: Langdon-Henley-Trent. Te Deum: St. Jude. Benedictus: Garrett.

Hymns: 584-155-451. Kyrie: Vincent. National Anthem. Evening Prayer 6 p.m. Hymn: 501. Responses: Ferial. Psalms: Goss, Magnificat: Turner-11th Evening. Nunc Dimittis: Turner 9th Morning. Hymns: 558-243-419. Vesper Hymn. National Anthem.

Peak Church.—The Holy Communion 8.15 a.m. Evensong and Sermon 6.30 p.m.

The Preacher at 6.30 p.m. will be the Bishop of Victoria.

St. Peter's Church, West Point.—8 a.m. Holy Communion 11 a.m. Morning Prayer and Sermon. Preacher—Rev. W. T. Featherstone.

Union Church, Kennedy Road.—Morning 11. Hymns: 377, 612, 165, 445. Evening: 6. Hymns: 376, 89, 334, 209. Preacher, Rev. J. Kirk Macdonald.

The Gospel Hall.—(No. 10 and 12 Pedder Street). Set for Lord's Day Believers' Meeting. Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m. Exposition of Scripture, Saturday at 8 p.m. Prayer Meeting.

Westleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldier's and Sailor's Home Arsenal Street.—Sunday Evening, Gospel Services, 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

BRITAIN'S FOREIGN TRADE.

Much is said to-day of the need of capturing a large portion of the trade which prior to the present hostilities went to enemy countries. There is certainly an ample field for enterprising British manufacturers. For the fact is that although our exports are normally of important dimensions, carefully collated figures show that Britain's exports to the principal importing foreign markets show a substantial fall.

Mr. Holt Schoelling has compiled the following very interesting figures. The method of examination is as follows:
The period covers 29 years 1880 to 1908 and the yearly average has been ascertained for each consecutive decade thus:—

1880-1889
1890-1899
1900-1908
etc., etc.
Giving twenty consecutive yearly averages.

During 1880-1908 the United States was the biggest foreign customer of the United Kingdom. The above test is applied to our trade with the U.S.A. as per the following Table.

General Imports* into the United States from all countries and from the United Kingdom 1880-1908. Yearly averages during each decade.

Decade.	Imports from all Countries. A. Million Dollars.	Imports from United Kingdom. B. Million Dollars.	Test. Proportion of B. to A. Per Cent.
1880-1889	680	174	25.6
1890-1899	692	172	24.9
1900-1908	712	174	24.4
1881-1890	722	170	23.5
1891-1900	737	170	23.0
1901-1910	736	164	22.3
1882-1891	751	168	22.1
1892-1901	766	168	21.9
1902-1911	773	168	21.7
1883-1892	762	161	21.1
1893-1902	757	155	20.5
1903-1912	763	152	20.0
1884-1893	761	147	19.4
1894-1903	769	148	19.3
1904-1913	785	149	19.0
1885-1894	818	155	18.9
1895-1904	857	167	18.3
1905-1914	902	161	17.8
1886-1895	968	168	17.4
1896-1905	1026	176	17.2

* The Special Imports of the United States are not distinguished as to the country of origin. 4.8 dollars to the £.

Comment on these figures is hardly necessary, they reveal the fact that while the Imports into the U.S.A. have increased over 50 per cent. during the period under review our exports to the U.S.A. have shown a consistent decline from 25.6 to 17.2 per cent.

The following Table which is supplemented by a diagram shows the position as regards the ten biggest foreign markets and the facts are arranged in order of importance.

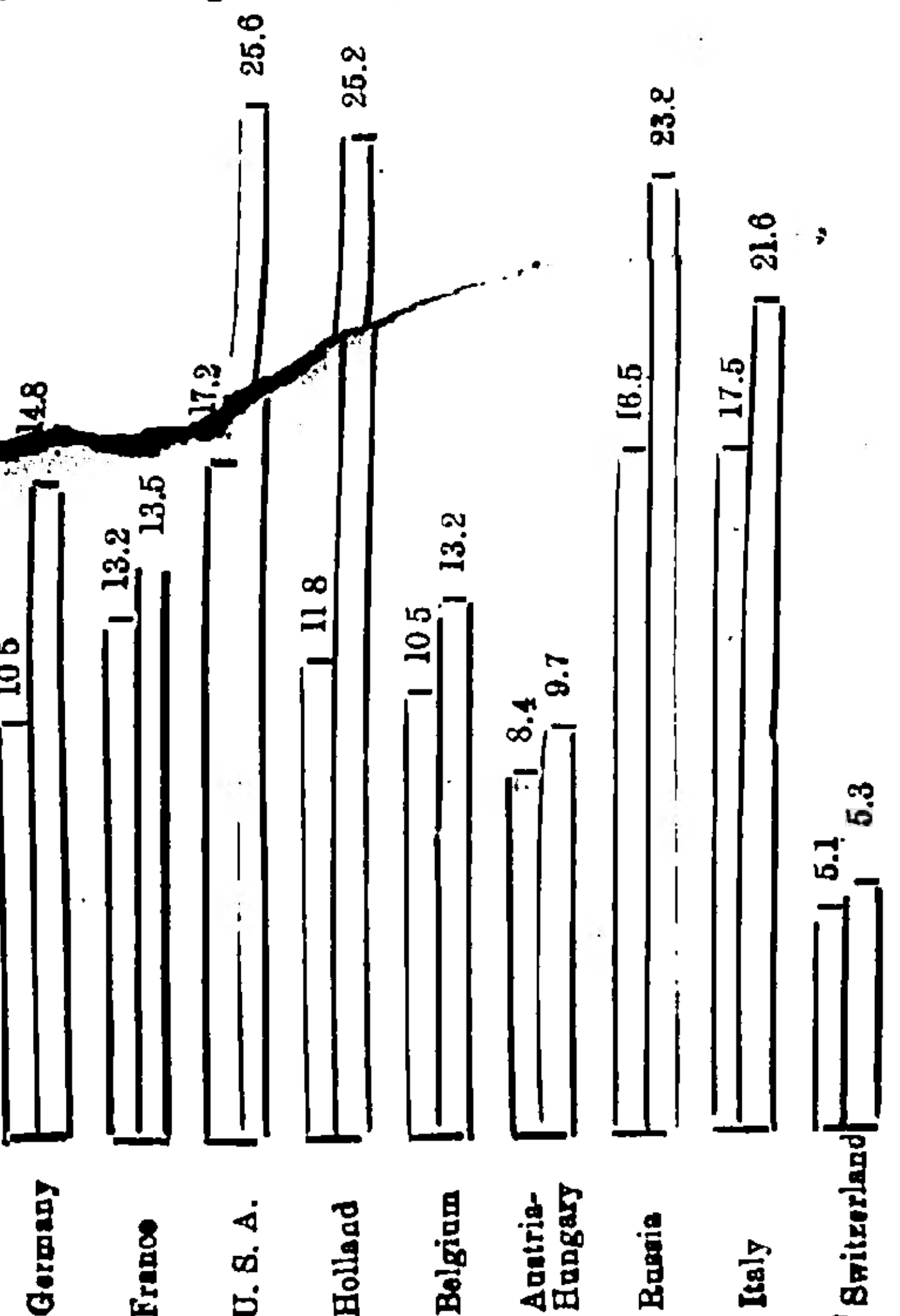


Table showing for each of the Ten Principal Importing Countries, how much per \$100 of their special imports from all Countries came from the United Kingdom, 1880-1908, yearly averages decade each decade.

Decade.	Germany.	France.	U.S.A.	Holland.	Belgium.	Austria-Hungary.	Russia.	Italy.	Switzerland.	Spain.
1880-1889	14.8	13.5	25.6	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1890-1899	14.8	13.5	24.9	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1900-1908	14.8	13.5	24.4	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1881-1890	14.8	13.5	23.5	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1891-1900	14.8	13.5	23.0	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1901-1910	14.8	13.5	22.3	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1882-1891	14.8	13.5	21.7	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1892-1901	14.8	13.5	21.1	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1902-1911	14.8	13.5	20.5	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1883-1892	14.8	13.5	20.0	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1893-1902	14.8	13.5	19.4	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1903-1912	14.8	13.5	18.9	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1884-1893	14.8	13.5	18.3	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1894-1903	14.8	13.5	17.8	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1904-1913	14.8	13.5	17.2	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1885-1894	14.8	13.5	16.7	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1895-1904	14.8	13.5	16.1	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1905-1914	14.8	13.5	15.5	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1886-1895	14.8	13.5	14.9	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1896-1905	14.8	13.5	14.3	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1906-1915	14.8	13.5	13.7	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1887-1896	14.8	13.5	13.2	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1897-1906	14.8	13.5	12.6	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1907-1916	14.8	13.5	12.0	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1888-1897	14.8	13.5	11.5	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1898-1907	14.8	13.5	10.9	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1908-1917	14.8	13.5	10.3	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1889-1898	14.8	13.5	9.7	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1899-1908	14.8	13.5	9.1	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1909-1918	14.8	13.5	8.5	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1890-1900	14.8	13.5	7.9	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1901-1911	14.8	13.5	7.3	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1912-1922	14.8	13.5	6.7	11.8	10.5	8.4	9.7	17.5	5.1	5.3
1880-1908	14.8	13.5	6.1	11.8	10.5	8.4	9.7	17.5	5.1	5.3

* Not Recorded for the year 1880.
† These are general imports, as the special imports are not distinguished as to the Country of Origin.

** Not recorded as to Country of Origin before 1891.
§ " " " " " 1884.
§ " " " " " 1885.

In the foregoing Tables the term Special Imports mean imports for consumption in each foreign country and do not include imports that are subsequently exported by each foreign country. These latter imports plus "special imports" are called "general imports."

When similar investigations are made as regards the markets of British Colonies we find the same result, namely, that the United Kingdom is steadily losing position as a seller in British Colonial markets, and that the trade rivals of the United Kingdom are steadily gaining the position which we are losing.

TENDERS FOR GOVERNMENT WORK.

It is notified in the Gazette that sealed tenders in duplicate, which should be clearly marked "Tender for Repairs to Steam-Launch 'Victoria'", will be received at the Colonial Secretary's Office until Noon of Friday, November 12, 1915.

A list of work may be obtained at the Government Marine Surveyor's Office.

Sealed tenders in duplicate, which should be clearly marked "Tender for the supply of labour for Watering the Streets," will be received at the Colonial Secretary's Office until Noon of Tuesday, the 23rd November, 1915, for the supply of labour for Watering the Streets in the City of Victoria for one year ending 23rd February, 1917. In dry weather one Chinese foreman and not more than twenty coolies will be required every day and they will be required to work eight hours a day. Tenderers must produce a receipt that they have deposited in the Colonial Treasury the sum of \$100 as a pledge of the bona fides of their tender, which sum shall be forfeited to the Crown, if any tenderer fails or refuses to carry out his tender, should the tender be accepted. For full particulars apply at the Office of the Secretary to the Sanitary Board.

Sealed tenders in duplicate, which should be clearly marked "Tender for the Fish-refuse Contract," will be received at the Colonial Secretary's Office until Noon of Tuesday, the 23rd November, 1915, for the daily collection and removal of fish-refuse from the Government Markets at Sai Ying Pun, Western Central and Wanchoi Districts, So Kon Po, Yaumatei and Tsim She Teui for the period of one year, from the 1st March next. For full particulars apply at the Office of the Secretary to the Sanitary Board.

Sealed tenders in duplicate, which should be clearly marked "Tender for Lease of part of Old Supreme Court Building," will be received at the Colonial Secretary's Office until Noon of Wednesday, November 17, 1915, for the lease of certain rooms on the Ground Floor and in the Basement of the Old Supreme Court Building from December 1, 1915, to December 3, 1918, subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Sealed tenders in duplicate, which should be clearly marked "Tender for the supply of Iron and Brass Work," will be received at the Colonial Secretary's Office until Noon of Monday, November 22, 1915, for the supply and delivery of Iron and Brass Work required by the Public Works Department during the year 1915.

Sealed tenders in duplicate, which should be clearly marked "Tender for the supply of Castings," will be received at the Colonial Secretary's Office until Noon of Friday, the 19th November, 1915, for the supply of Castings for the use of the Kowloon-Canton Railway (British Section) for the year 1916.

Sealed tenders in duplicate, which should be clearly marked "Tender for the supply of Miscellaneous Stores for the Kowloon-Canton Railway," will be received

MESSRS. SETNA'S REPORT.

Messrs. S. D. Setna and Co., in their fortnightly report, (From October 21 to November 4, 1915.) State:—

Opium:—Nothing to report.

Cotton:—Market ruled quiet, and no sales were reported during the past fortnight under review. Unsold stock is estimated at about 1,000 bales. Closing quotations are \$28 to 31 (per picul).

Indian Yarn:—Discouraging advices from the interior and consuming districts caused the Chinese dealers to quit their previous holdings at a small sacrifice, and though the market in India is firm, importers here are free sellers, and prices show a decline of \$1 to 3 per bale. Sales during the past fortnight are computed at about 2,300 bales, comprising of about 1,600 bales of No. 10s.—650 bales of No. 12s.—and 50 bales of No. 20s.

Unsold stock is estimated at about 32,000 bales. Sold but unshipped stock is said to be 20,000 bales. Market closes steady.

Japanese Yarn:—Sales are reported of about 245 bales at 120 to 132 per bale.

Sundry Articles:—Market ruled steady. Prices show a little or no change. In imports sales are reported of: Halibut at \$20 (per picul), Kiamis at \$24 (per picul), B'Delliam at \$14 (per picul).

Rhinoceros Horns at \$900 (per picul), Rosa Oil at \$85 (per picul), Quicksilver at \$470 (per picul), Sandal-wood at \$40 to 50 (per picul), and Cloves, at \$48 (per picul). In Exports purchases are reported in Cassia at \$13 to 13½ (per picul), Galangal at \$7½ (per picul), China-roots at \$8 to 10 (per picul), Green Beans at \$5½ (per picul), White Beans at \$4½ to 5 (per case), Vermillion at \$205 to 210 (per case), and Fire-crackers at \$8.1-2 (per case).

at the Colonial Secretary's Office until Noon of Friday, the 19th November, 1915, for the supply of Miscellaneous Stores for the Kowloon-Canton Railway (British Section) from 1st January, 1916, to 31st December, 1916.

The price quoted to include free delivery at the Railway Stores at Hungshom.

No tender will be received unless the person tendering produces a receipt to the effect that he has deposited in the Colonial Treasury the sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if such person refuses to carry out his tender, if accepted.

For such articles as are not sufficiently defined by the brand or maker's name, the tenderer must supply samples or specify the brand and quality he is prepared to supply.

The successful tenderer will be required to sign a formal contract in the usual form of Government Contracts and to give security for the sum of \$500 in a bond with two sureties conditional for the due and faithful performance of the terms of such contract.

The Government does not bind itself to accept the lowest or any tender and reserves the right to accept the whole or part of any tender. Tenderers may therefore quote for a part or whole of the items required.

For further information apply at the Office of the Manager at Kowloon, where forms of tender may be obtained.

OUR VICTORY IN FRANCE.

British and French Advances.

Strength of the Forces.

By the Times Military Correspondent.

At a moment when the German Main Headquarters have deeply committed their Armies in the East to the invasion of Russia, and find themselves fighting on a 700-mile front at the opening of the bad season without having achieved the decision which they have sought, their attention is once more diverted to the West.

The Bombardment.

Ever since August 18 a persistent and almost continuous bombardment of the German lines has been carried out by the French and Belgian artillery. The favours of the Allied gunners have been quite impartially distributed. There has been nothing in the action taken to direct attention to one sector rather than to another. The Vosges, the Meurthe and Moselle, Lorraine and the Woivre, the Argonne, Champagne, the Aisne, the Somme, the Arras sector, Ypres and the Yser, and the Belgian coast where our Navy has joined in, have all been subjected to a heavy, deliberate, and effective fire from guns of all calibres. The fire has not been directed against the German infantry trenches alone, but has challenged also the German guns, has ravaged the billets of German troops behind their lines, and has struck trains and stations at a considerable distance from the front.

Flocks of Allied aeroplanes and seaplanes, occasionally numbering as many as 60, and now and then a night-flying dirigible, have effected damage far in rear of the German front. Stuttgart, Karlsruhe, the Oilligen factory, Hohlhulst forest, Mulheim, Treves, Freiburg, Bensdorf, Offenbach, Constance, Vonnheim, even Metz itself, have been successfully bombed, and almost every important railway station in certain sectors has had its dose of projectiles. The losses caused by all this activity have probably been large. The enemy has never known from day to day when he might be attacked, and has consequently been compelled to hold ready near his front, and usually within the fire zone, large bodies of infantry. The strain upon him has been great, and it has also been continuous. At several points he has been obliged to abandon his works, and although a serious infantry attack had not been delivered by the Allies up to Saturday last, there had been uninterrupted effect by means of bomb-throwing, mining, and all the other new or resurrected arts of trench warfare, to do the Germans the utmost injury. The initiative has been almost everywhere with the Allies throughout.

Effect Produced.

We must not, of course, imagine that we destroyed the German defence or mined the moral of the German Army by this methodical and persistent fire. The enemy's guns are too numerous, too well-concealed, and too scattered, to have been often permanently placed out of action. The bomb-proof cover is too good, and the German trenches too narrow, for anything but the heavier guns and howitzers to have obliterated cover and buried many of the defenders under their own works. It is only the hurricane fire which precedes an attack which can flatten out the parapets, destroy the barbed wire, and effect the final preparation for an infantry assault. But the bombardment has been a continued menace of something worse to come. It must have caused a certain deterioration in the confidence of the enemy in himself and his defences. It has been distracting by reason of the disprison of effort over a wide front. It has drawn fire and caused positions to be identified. It has enabled the artillery in each sector to register all ranges without attracting special attention to any particular point. It has assuredly caused much loss of life, and it has been a salutary assertion of the predominant gun-power of the Allies.

The British Attack.

It fell to the lot of Field-Marshal Sir John French to make an important attack at the close of this bombardment, and right nobly have his troops responded to his call. Two attacks were made, one in the neighbourhood of Hooge, on the high road from Ypres to Menin, and the other on both sides of the La Bassée Canal. Both sectors are well known to both combatants and have been the scenes of constant fighting. The northern attack captures Bellewarde Farm and ridge to the north of the Menin road and occupied 600 yards of the German trenches to the south of the road. The farm was subsequently retaken by the enemy, but the capture of the 603 yards of trenches was confirmed, and Sir John tells us that the gain has been consolidated.

The main attack was evidently that which was launched south of the La Bassée Canal. Here our troops carried five miles of German trenches, and probably several lines of them, penetrating in some places to a distance of 4,000 yards. The places named in Sir John's dispatch—namely, the villages of Loos and Halluch—show how far forward the attack went and account for the capture of guns, a feat rare in trench warfare. So far as the writer can recall, no single attack on one day in the West has captured German trenches on so broad a front, or has penetrated so deeply into the German positions. The success is most striking, and it is particularly important in reference to La Bassée itself, and to the French advance against the Vimy heights. The attack north of the canal appears to have been delivered to ease the main attack and to draw towards it the German reserves. It effected these purposes, and the troops here engaged, after fighting with varying fortune throughout the day, returned to their own lines at nightfall.

Evidently, this is only a beginning. The Germans are pretty sure to try to recapture the lost ground when their reserves come up. From the points of vantage which our troops have so gallantly gained we shall be in a position to carry the attacks further, and we must now expect the situation to develop rapidly. The attack has been admirably planned and executed, and this noble victory of the Army in France will cause the deepest satisfaction throughout the country.

The French Attack.

Our splendid French Allies were as pressing as our men and also achieved a striking victory. The chief attack took place in Champagne, and resulted in the capture of 16 miles of German trenches for a depth of one to four kilometres. The French maintained their positions on Saturday night, and have to their credit the capture of 12,000 German prisoners. In Artois they have also done well and the bill has opened all along the line with a very lively dance. The German communications make entertaining reading, as their authors profess not to have heard of the chief successes of the Allies.

The last semi-official notice which the Press has received of the strength of the Germans in the West has placed their numbers at 180,000 men or thereabouts. There is no serious reason to dispute this figure. Although some nine German divisions have been drafted to the East during the last few months, the places of most of these units have been taken by new formations from the interior, while considerable numbers of men have been added to others whose strength earlier in the year had not been maintained. There are still some 94 German divisions in the Western theatre, or the equivalent of 47 Army Corps. Most of the German cavalry are in the East, but there is an inordinately large proportion of heavy and machine guns in the West. The actual strength is somewhere between 1,800,000 and 2,000,000 men, and the figure of 1,800,000 is a happy mean which is good enough for most people who are not sanguine enough to expect precise figures in estimates of this character.

The troops of the Allies in the West are in splendid health and spirits and are convinced of their superiority to the enemy in many

A YEAR AGO TO-DAY.

LEADING EVENTS IN THE GREAT WAR.

Extracts from the war news contained in the "Hongkong Telegraph" of November 6, 1914.

German Cruiser Sunk.
The German cruiser Yorck struck a chain of mines blocking the entrance to Jaldie Bay, on the north coast of Germany. The cruiser sank. So far 382 men, more than half of the crew, have been saved.

French Re-Capture Lost Ground.
Between Lys and Arras there has been a cannonading action in detail. We have advanced between Arras and the Oise eastward of Quesney and as far as the heights of Parilliers. The enemy's attack on the centre in the region of Vailly was not continued and we have re-captured part of the lost ground. The Germans made violent cannonade and vigorous attacks on the heights of Chemin-des-Dames and around Rheims, but they were repulsed. There is nothing of importance transpiring from Rheims to the Meuse, in the Woivre region or in Lorraine.

Fort Iltis Blown to Pieces.
A vigorous assault has begun on Fort Iltis, one of the strongest fortifications at Tsingtau and a way for the infantry is being prepared by a most terrific bombardment, which has almost reduced the fort to atoms.

Further Japanese Success at Tsingtau.

The Japanese have captured eight hundred prisoners before Tsingtau and destroyed twenty-six guns.

Brilliant Charge of the London Scottish.

Field Marshal Sir John French has sent a telegram of congratulation to the London Scottish on their brilliant charge at Messines.

Germans Discouraged.

Our troops on November 1 were attacked all along the line, but repulsed the enemy everywhere with most heavy loss. Our artillery continues to do prodigious slaughter. The maintenance of an unbroken line has greatly discouraged the Germans.

Turks Retreat Before Russians.

Our troops have crossed the Turkish frontier and have repulsed the Turkish advance guards. The Turks are retreating, abandoning their dead.

respects. We must admit the possibility of a fresh transfer of German troops from East to West, but with 700 miles of the Austro-Germans to hold in the East, and with the Russian Armies still in a position to fight right well, the chances that the Germans will be able to undertake an offensive in the West with success are not rosy. If not more than the 11 divisions of the new armies mentioned by Lord Kitchener are now in France, then we must also hope that our power of reinforcing our Armies with new divisions, as apart from the question of maintaining them for long in the field, is greater than the German power in the same sense.

We have a hard nut to crack now that we have passed to the offensive. The ground in front of us is honeycombed with trenches. The Germans have all the best of the ground, so that there is nothing light about our task. Some people wonder why our troops are massed on a front which is short compared with that which is held by the French, but there are good reasons for this difference. The masses of German troops which come into Flanders in the autumn of 1914 are still for the greater part in our front. We have no Aisne, or Argonne, or Meurthe, or Vosges, no natural line of defence, in short, to lighten our task. We are on one side of a field and the Germans are on the other, and all the ridges to the east of us are in German occupation. The Scheldt and the Meuse in our front

PUBLIC AUCTION

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,

the 9th November, 1915, commencing at 11 a.m. at his Sales Rooms Duddell Street. (For account of the concerned) A Large Quantity of Superior Wines and Spirits

comprising:—
HOCK:—Marobrunner, Liebfraumilch, Niersteiner, Hochheimer, Piesporter, Braunberger, etc.
CLARET:—Mouton Rothschild, Chat Palmer, St. Julien, etc.
SPIRITS:—Whisky, Brandy, Bols G. n. Run.

LIQUEURS:—Dom, Creme de Monthe, Green and Yellow Chartreuse, Apricot and Blackberry Brandy, Curacao, Creme de Vanille, Vermouth, etc., etc.

20 cases Hoehl Champagne (Extra Dry) etc.
30 " John Begg's Whisky
8000 " Reina Victoria Cigars
1500 " "Perfecto" Cigars
3000 " "High Life" Cigars
10,000 " "London" Cigars
5000 " German Cigars.

On view from Saturday, the 6th inst.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

NOTICES

ROYAL HONGKONG YACHT CLUB.

Fixtures for 1915.

OPENING CRUISE:—Wednesday November 10th.

PROGRAMME.

- (1) 1.45 p.m. Sailing Race:—All Classes R.H.K.Y.C. Racing Boats.
- (2) 2.00 p.m. Cruiser Race.
- (3) 3.30 p.m. Rowing:—Race for Ladies' Pair Oars.
- (4) 4.00 p.m. Ladies' Sailing Race: All Classes R.H.K.Y.C. Racing Boats.

The Starting Line for Events 1 and 2 will be off the Hongkong Club, and for Events 3 and 4, off the Club House, (R.H.K.Y.C.) North Point. The Finishing Line for All Events is at the Club House (R.H.K.Y.C.).

CLUB CHAMPIONSHIPS.

November 13th:—First Race Handicap and One Design Classes.

November 27th:—Second Race Handicap and One Design Classes.

December 4th:—Third Race Handicap and One Design Classes.

December 18th:—Fourth Race Handicap and One Design Classes.

November 21st:—First Race Cruisers.

December 12th:—Second Race Cruisers.

D. K. BLAIR,
Hon. Sec. Sailing Committee.

SILIMPOPON (SEBATTIK) COAL.

The undersigned having been appointed Agents for the Cowie Harbour Coal Co., Ltd., are prepared to quote prices for best quality Silimpopon Coal trimmed into Bunkers at Sebatik or Sandakan (British North Borneo).

Silimpopon Coal compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at Sebatik or Sandakan exclusively for Silimpopon Coal (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay, (Sebatik Harbour) Prices, and all other information concerning the Port can be had on application to the Agents.

BRADLEY & Co., Ltd.,
Agents Cowie Harbour Coal Co., Ltd.
Hongkong, 8th June, 1915.

Don't forget after the Show Supper, and Light Refreshments at ALEXANDRA CAFE, Oper till Midnight.

ENTERTAINMENTS.

THEATRE ROYAL, HONGKONG.

MR. MAURICE E. BANDMANN
PRESENTS

HORACE GOLDIN

AND
FULL LONDON COMPANY
INCLUDING

LILY

THE TIGER.

Special Matinee Saturday Nov. 13 at 4 p.m.

OPENING NIGHT ON MONDAY, NOV. 8TH.

Plans open at MOUTRIES.

Prices as usual.

Prices \$3, \$2, & \$1.

Doors Open 8.30 p.m. Commencing at 9.15 p.m.

VICTORIA THEATRE.

FRIDAY NOVEMBER 5.

The Enthralling Drama.

in 4 parts:

"WHEN ROME RULED."

A Picture Full of Exciting Scenes.

Also

THE GREAT WAR 1914-15:

"WITH THE TROOPS IN THE FOREST OF ARCONNE."

PATHE'S BRITISH GAZETTE.

Seal Hunting—

A Very Interesting Picture.

BIJOU THEATRE.

Commencing Saturday November 6.

The Thrilling Drama:

THE DEVIL'S EYE

in 5 parts.

and other pictures.

9.15 p.m. & Matinee.

ORCHESTRA in attendance

NOTICES.

FOR SALE.

FORD MOTOR CARS, MOTOR CYCLES,
DRY BATTERIES, OPTIMUS STOVES,
BLOW LAMPS, TOOL SETS, SPEEDOMETERS,
MOTOR BOAT HORNS, TYRES, MEGAPHONES,
ROYAL TYPEWRITERS, MARINE ENGINES,
STATIONARY ENGINES, ELECTRIC LIGHT PLANTS,
CANVAS, MOTOR BOATS.

Machine Office, Ground Floor.

ALEX. ROSS & Co.,

4, DES VŒUX ROAD CENTRAL.

THE BEST MEALS SERVED IN
HONGKONG \$1.00

EITHER A LA CARTE OR TABLE D'HOTE.

Oysters, Kippers & Smoked Fillet Haddock, Our Fried Fish

with Chip Potatoes is Par Excellence.

We serve only Liptons No. 1 Tea & Choicest Cake made with

best Table Butter only.

You should not fail to give us a Trial.

THE ALEXANDRA CAFE.

FRENCH LESSONS

C. MOUSSON

15, Morrison Hill Road

OFFICIAL MARKET PRICES

Hongkong, March 12, 1915

BUTCHER MEAT.

	Ota.
Beef Sirloin—Mei Lung Pa	lb. 19
" Prime Cut—	" 21
" Corned—Ham Ngau Yuk	" 19
" Roast—Shiu	" 19
" Breast—Ngau Lam	" 17
" Soup—Tong Yuk	" 15
" Steak—Ngau Yuk Pa	" 20
do.,—Sirloin—Ngau Lan	" 30
" Sausages—Ngau Cheung	" 24
Bullock's Brains—No	per set 50
" Tongue, fresh—Ngau Li	" each 60
" corned—Ham Ngau Li	" 80
" Head—Ngau Tau	" \$1.00
" Heart—Ngau Sam	" lb. 14
" Hump, Salt—Ngau Kin	" 20
" Feet—Ngau Keuk	" each 11
" Kidneys—Ngau Yiu	" 18
" Tail—Ngau Mei	" 18
" Liver—Ngau Kon	" lb. 13
" Tripe (undressed)—Ngau To	" 8
Calves' Head & Feet—Ngau-tsai-tau-keuk	set \$1.00
Mutton Chop—Yeung Pei Kwat	lb. 25
" Leg—Yeung Poi	" 25
" Shoulder—Yeung Shan	" 24
" Saddle—	" 27
Pigs Chittlings—Chu Chong	" 27
" Brains—Chu No	per set 24
" Feet—Chu Keuk	lb. 13
" Fry—Chu Chap	" 15
" Head—Chu Tau	" 16
" Heart—Chu Sam	each 18
" Kidneys—Chu Yiu	" 18
" Liver—Chu Kon	lb. 28
" Pork Chop—Chu Pai Kwat	" 24
" Corned—Ham Chu Yuk	" 28
" Fat or Lard—Chu Yau	" 20
Sheep's Head and Feet—Yeung Tau Keuk	set 60
" Heart—Yeung Sam	each 8
" Kidneys—Yeung Yiu	" 12
" Liver—Yeung Kon	lb. 26
Sucking Pigs to order—Chu Tsai	" 22
" Mutton—Shang Yeung Yau	" 28
" Veal—Ngau Tsai Yuk	" 19
" Sausages—Ngau Tsai Cheung	" 20
" Lard—Chu Yau	" 20

POULTRY.

	Ota.
Chicken—Kai Tsai	lb. 35
Capons, Large, Small—Sin Kai	" 34
Ducks—Ap	" 32
Doves—Pan Kau	" 18
Eggs, Hen—Kai Tan (cooking)	per doz 20
" (fresh)—	" 36
Fowls, Canton—Kai	lb. 42
" Hainan—Hoi Nam Kai	" 30
Geese—Ngo	" 24
Pigeons, Canton—Pak Kap	each 28
" Hoihow—Hoi How Pak Kap,	" 25
Snipe—Sha Tsui	each 22
Turkeys, Cook—Fo Kai Kung	lb. 60
" Hen—Na	" 45
Pheasant—Shan Kai	" 75
Quail—Om Chun	" 25
Partridges—Che Ku	" 65

FISH.

	Ota.
Barbel—Ka Yu	lb. 18
Bream—Pin Yu	" 18
Canton Fresh Water Fish—Hoi Sin Yu	" 15
Clarp—Li Yu	" 20
Catfish—Chik Yu	" 12
Codfish—Man Yu	" 14
Crabs—Hoi	" 26
Cuttle Fish—Mok Yu	" 16
Dab—Sha Mang Yu	" 12
Dace—Wong Mei Lap	" 13
Dog Fish—Tit To Sha	" 10
Eels, Conger—Hoi Man	" 13
" Fresh water—Tam Sui Yu	" 18
Eels, Yellow—Wong Sin	" 32
Frogs—Tin Kai	" 33
Gardrops—Shok Pan	" 40
Gudgeon—Pak Kap Yu	" 16
Herrings—Tao Pak	" 20
Halibut—Cheung Kwan Kap	" 20
Labrus—Wong Fa Yu	" 18
Loach—Wu Yu	" 26
Lobsters—Lung Ha	" 28
Mackerel—Chi Yu	" 20
Monk Fish—Mong Yu	" 32
Willet—Chai Yu	" 16
Oysters—Shang Ho	" 22
Parrot Fish—Kai Kung Yu	" 12
Perch—Tau Lo	" 18
Pike—Fa Pau Fong	" 16
Ploice—Pan Yu	" 15
Pomfret, Black—Hak Chong	" 26
Pomfret, White—Pak Chong	" 28
Prawns—Ming Ha	" 38
Ray—Pai Pa Sha	" 10
Rock Fish—Shok Kau Kung	" 15
Roach—Chun Yu	" 12
Salmon—Ma Yu	" 30
Shark—Sha Yu	" 7
Skate—Po Yu	" 8
Shrimps—Ha	" 25
Snappers—Lap Yu	" 28
Soles—Tat Sha Yu	" 20
Tench—Wan Yu	" 16
Turbot—Oho How Yu	" 18
Turtles, small, fresh water—Kau Yu	" 60

FRUITS.

	Ota.
Almonds—Bang Yan	lb. 35
Apples (California)—Kam Shan Ping Kho	" 18
" (Chefoo)—Tia Chun Ping Kho	" 18

肉食

	Ota.
Bananas, fragrant, Canton—San Shing Heung Chiu lb.	3
" (brides), Macao—San Heung Chiu	" 3
Chestnuts, Chinese—Foong Lai	" 1
Carambola—Yeung To	" 12
Coconuts—Ye Tse	each 12
Grapes—Po Tai Tze	lb. 30
Lemons, China—Ling Mung	" 8
" America—Kam Shan Lag Mung	" 10
Lichoes Dried—Lai Chi, small Stone	lb. 28
" Fresh	" 1
Oranges, (Canton)—Shan-shang Tim Ching	" 5
" Sweet	" 8
Pears, (American)—Kam San Shoot Lay	" 10
" (Canton, Cooking)—Sha Li	" 10
Peanuts—Fa Shang	" 10
Plantain—Tai Chiu	" 1
Plums—Swatow, Hung Lai	" 1
Pumelo, Siam—Chim Lo Yau	each 14
" Shanghai—Lo Kwat	" 15
Walnuts—Hop To	lb. 15
" Green—Sang Hop Tao	" 1
Water Melon—(Am.)—Kom San Sai Kwa	each 1

VEGETABLES, &c.

	Ota.
Artichokes, Shanghai—Sheung-hoi Ah Chi	lb. 8
Beans, (French), Macao—Oh Moon Pin Tau	" 8
" (French) Shanghai—Sheung Hai Pin	" 8
" Sprout—Ah Choi	" 10
" Long—Tau Kok	" 10
Beet Root—Hung Choi Tau	each 6
Bitter Squash—Fu Kwa	" 8
Brinjals, Green—Ching Yau Kwa	" 8
" Red—Hung Ke	" 8
Cabbage, Chinese, (common)—Kai Tsai	lb. 10
Cabbage, Shanghai—Ye Tsoi	" 14
Cane Shoots, bunch—Kam Shan	" 8
Carrots—Kam Shan	lb. 6
Celery, Chinese—Tong Kan Tsoi	" 8
Chillies Dried—Kon Lap Chiu	" 25
" Red—Hung Fa Chiu	" 10
" Green—Ching Lap Chiu	" 8
Curry Stuff, English—Ka Li Chu Liu	" 10
Cucumbers—Ching Kwa	each 2
Garlic—Sun Tau	lb. 8
Ginger, young—Sun Tse Keung	" 6
" old—Lo Kung	" 0
Horse Radish, Shanghai—Lik Kan	" 12
Indian Corn—Suk Mai	each 1
Lettuce—Yeung Shang Tsoi	" 1
Water Chestnuts—Ma Tai	lb. 6
" Mandarin—Kwai Lam Ma Tai	" 8
Mushrooms, Fresh—Shang Oho Ko	" 35
Must Melon, Amer.—Kam-sen Hong Kwa	each 1
Okros	lb. 8
Onions Bombay—Yeung Chong Tau	" 8
" Green—Shang Chong	" 8
" Shanghai—Sheung-hoi Chong Tau	" 7
Parley—Kun Tsoi	lb. 8
Green Peas—Ching Tau	" 10
Potatoes, Sweet—Fan Shu	" 3
" Shanghai—Sheung-hoi Shu Tau	" 1
" Japan—Yut Pan Shu Tsai	" 3
" American—Fa Ki Shu Tsai	" 3
" Foochow—Foo-chow Shu Tsai	" 3
Pumpkin—Tong Kwa	" 3
Radish—Hung Lo Pak Tsai	" 5
Rhubarb (Fresh)—Tai Wong	" 1
Sage—Tse So	" 1
Shallots—Kon Chung Tau	" 8
Spinach—Yin Tsoi	" 5
Tomatoes—Fan Ke	" 6
" Varos—Wa Tau	" 6
Turnips, Panti, (Long)—Lo Pak	" 4
" English—Yeung Lo Pak	" 1
Vegetable Marrow—Chit	" 4
" (American)—Kam-sen Chit F	" 1
Water Cross—Sai Yeung Tsoi	" 12
" Lily root—Lin Ngau	" 6
Yam—Ta Shu	" 6
" English—Yeung Kan Chai	" 1
" Tau	" 1

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:—

1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.,	\$4.50
per lb.,	.10
(b) Second Grade, per bag of 50 lbs.,	4.00
per lb.,	.08
(c) Third Grade, per bag of 50 lbs.,	3.50
per lb.,	.0
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin,	.35
(b) Unsweetened Condensed Milk, per 1 lb. tin,	.25
(c) Sterilized Milk, per tin, (18 oz.),	.35
(d) Sterilized Milk, per 1 litre tin,	.35
(e) Eagle Brand, per 1 lb. tin,	.33
(f) Skimmed Milk, per 1 lb. tin,	.20
3. Sugar:—	
Cane, (in 6 lb. tins), per tin,	1.15
Refined Crystallized, per lb.,	.14
Granulated, per lb.,	.14
Soft, No. 1 quality, per lb.,	.13
" No. 2	.12
Cooking Fat, 2 cents per lb.	
4. Frozen Meat:—	

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]

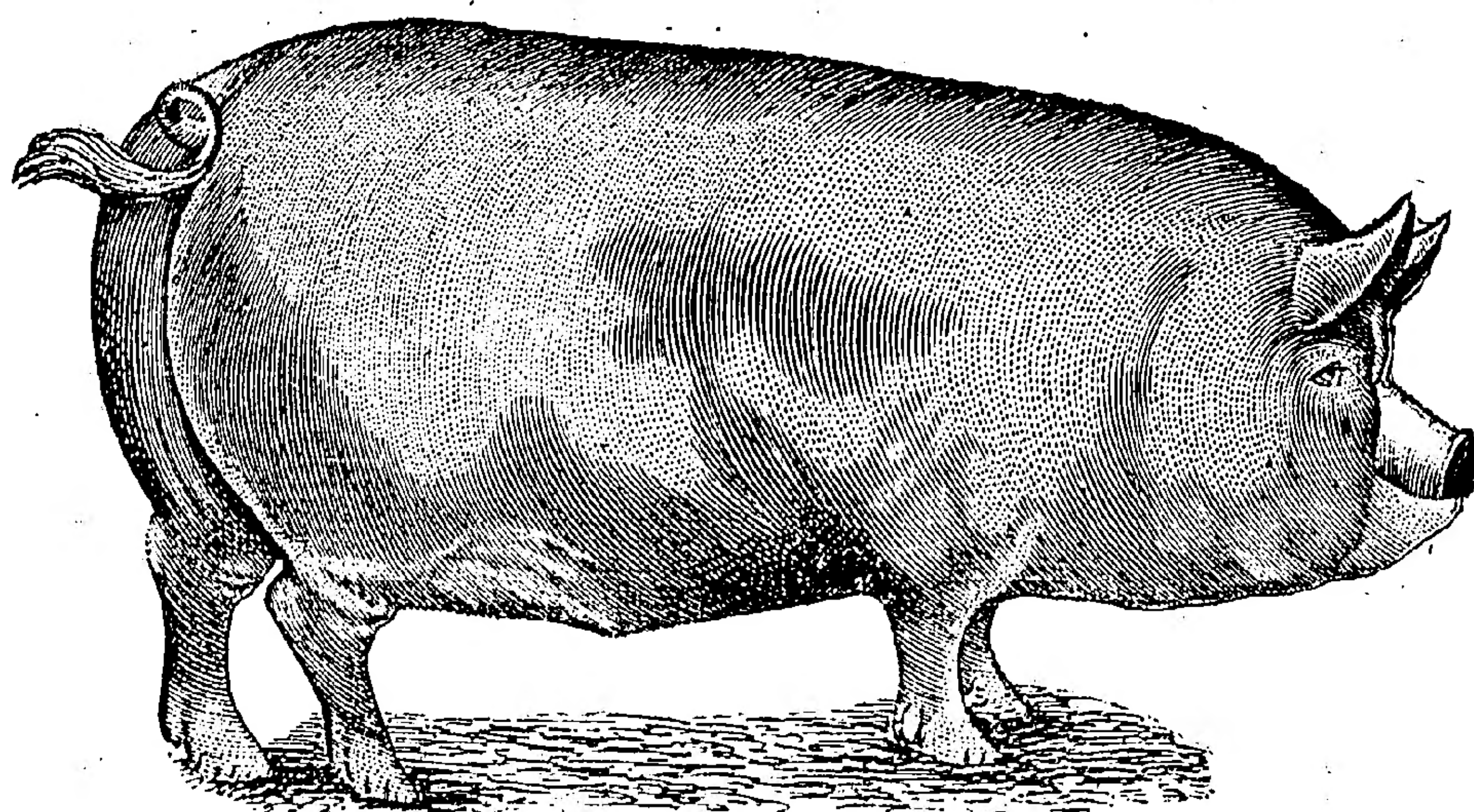
5. Market Produce:—(See above)

6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 26th July, 1914.

Note.—In consideration of the loss sustained by discount or subsidiary coinage, payment for all articles of food not exceeding \$3 in value (excepting the articles enumerated in clause 5 in Proclamation No. 18 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an additional charge of 15 per cent.

仁杏
菜山金
菜山金

DAIRY FARM NEWS.



OUR DAIRY FED PORK
IS
CLEAN, WHOLESOME & TASTY.

“ NOW TO THE POINT, CHINA CAN PRODUCE GOOD PORK IN
EVERY WAY EQUAL TO OURS. THERE IS AT HONGKONG A

DAIRY FARM

UNDER EUROPEAN MANAGEMENT PRODUCING PORK THAT, IF
PLACED ON THE ENGLISH MARKET, WOULD PROVE A DANGEROUS
COMPETITOR TO THE HOME, AMERICAN AND COLONIAL PRODUCT.

“ THE PIGS THERE ARE REARED UNDER SANITARY CONDITIONS
AND THE PORK IS OF EXQUISITE QUALITY.”—JOHN BULL,

LONDON, FEB. 17, 1912.

SUCKING PIC.

CORNEP PORK.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS FA—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Price	Number of Shares	Par Value	1914. Paid Up	1914. Highest	1914. Lowest	1915. Highest, Since 14th May, to now	1915. Lowest, Since 14th May, to now	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp. { \$830 s. £73/10/- }	120,000	\$125	all	855	July.	700	Oct. 845 x div.	790 c. div.	{ £2/3/- at 1/9 5/16 equal to \$24.21 for 1/2 year 30/6/15 }
Marine Insurances.									
Canton Insurance Office, Ltd. 425 s.	10,000	\$250	50	350	Dec.	305	Oct. 425	360	{ Final of \$4 a/c 1913. Interim of \$18 a/c 1914. Interim of 12 1/2 p.c. for 1914 }
North China Ins. Co., Ltd. 175 n.	10,000	\$15	£5	145	May	133	Jan. 175	160	
Union Ins. Society of C'lon, Ltd. 950 s.	12,400	\$250	100	847 1/2	April	700	Oct. 992	\$855	{ Final of \$20 and bonus of \$5 making \$25 for 1913 and Interim of \$30 for 1914 }
Yangtze Ins. Assoc. Ltd. 255 b.	12,000	\$100	60	210	April	192 1/2	Jan. 255	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914 }
Fire Insurances.									
China Fire Ins. Co., Ltd. 157 1/2 s.	20,000	\$100	20	160	July	140	Oct. 162	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd. 420 n.	8,000	\$250	50	395	Feb.	368	April 420	385	\$27 for 1913
Shipping.									
Douglas Steamship Co., Ltd. 888 b.	20,000	\$50	all	36	Mar.	27 1/2	Nov. 91	45	{ \$4 1/2 for year ending 30.6.15 }
Hongkong, C. & M.S.S. Co., Ltd. 19 b.	80,000	\$15	all	29 1/2	Jan.	22	Dec. 23	19	{ Final of 40 cts. making 90 cts. for year ending 31.12.14 }
Indo-China Steam Navigation Co., Ltd. 153 b.	60,000	\$5	all	79	Jan.	50	Sept. 159	96	{ 6 p.c. p. & 3 p.c. on d. a. for year 1914. Shares quoted ex 9 p.c. div. H'kong from 29.1.15. an interim div. of 6 p.c. on the combined shares paid in London 2.2.15 }
Shell Transport & Trading Co., Ltd. 87/-	3,797,610	£1	all	106 1/2	Feb.	70/-	Sept. 90/- x div.	82/- x div.	{ Final of 5/- (Coupon No 24) making 7/- for 1914 }
Star Ferry Company, Ltd. 39 s.	40,000	\$10	all	49	Mar.	40	Nov. 39	32	{ \$1.50 per share and bonus of 40 cents per share for year ending 30.4.15 }
Refineries.									
China S. Refining Co., Ltd. 129 s. b.	20,000	\$100	all	96 1/2	Feb.	70	Nov. 134	111	\$3 for 1912
Luzon S. Refining Co., Ltd. 37 1/2 n.	7,000	\$100	all	31	Jan.	17	Dec. 46	27 1/2	\$3 for 1897
Mining.									
Kailan Mining Admin'n. 30/-	1,000,000	£1	all	4 1/2	Feb.	33/6	Dec. 33/6	30/-	{ Interim of 1/- account year ending 30.6.15 (Coupon No. 5) }
Raub Australian Gold Mining Co., Ltd. 3 1/2 b.	200,000	£1	all	3 1/2	Jan.	130	Nov. 4	3 1/2	1/2 for 1909
Tromps Mica Ltd. 28/-	160,000	£1	all	39 1/2	Feb.	196	Nov. 32/6	28/-	1/- interim a/c 1915 paid 12.7.15
Ural Caspians 37/6 n.	796,666	£1	all	56 1/2		21/3	41	37/6	1/- interim 1915
Docks, Wharves and Godowns.									
H'kong & K.W. & G. Co., Ltd. 77 b.	60,000	\$50	all	89	Jan.	73	Nov. 81 1/2	68	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd. 85 b.	60,000	\$50	all	77	Jan.	53	Oct. 88 1/2	57	\$3 dividend for year 1914
Shai Dock & Eng. Co., Ltd. 60 b.	55,700	t. 100	all	60	July	50	Dec. 63 1/2	49 ex div.	Tls. 3 for year ending 30.4.15
Shai & H'kew W. Co., Ltd. 90 b.	36,000	t. 100	all	109	Jan.	82 1/2	Dec. 93 1/2	80	Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands 109 s.	13,000	t. 100	t. 100	128	July	120	Dec. 94	94	Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd. 109 s.	20,000	\$50	50	128	July	120	Dec. 116	112	{ \$2.50 for half year ending 30.6.15 }
H'kong Land Investment Co. 109 s.	50,000	\$100	all	117 1/2	July	98	Nov. 111 x div.	108	\$3 1/2 for year ending 30.6.15
H'phreys Estate & F. Co., Ltd. 7 s.	150,000	\$10	all	9 1/2	Jan.	7	Nov. 7 1/2	6.10	45 cents for year 1914
K'loon Land & Building Co., Ltd. 40 b.	6,000	\$50	50	45 1/2	Jan.	44	Feb. 40	40	\$3 for 1914
Shanghai Lands 1105 b.	78,000	t. 50	all	98	Dec.	89	Oct. 106	101	{ Dividend of 6 p.c. for 1 year ending 30.6.15 }
West Point Building Co., Ltd. 72 b.	12,500	\$50	all	73	June	66	Feb.	70	\$2 for half year ending 30.6.15
H'kong Central Estates 100 n.	10,000	\$100	all	73	June	66	Feb.	100	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd. 160 b.	20,000	t. 50	all	138	July	125	May 180	152 1/2	Tls. 12 for year ending 31.10.14
Hongkong Cotton Co. 90 b.	125,000	\$10	all	8 1/2	Mar.	7	June 9.40	7	50 cents 31.7.08
Kung Yik 14 1/2 b.	75,000	t. 100	all	14 1/2	Jan.	11	Mar. 17	13 1/2	Tls. 1.20 for year ending 30.11.14
Laou Kung Mow 79 n.	8,000	t. 100	all	110	Feb.	70	May 89	80	Tls. 12 for 1913
Shanghai Cottons in S'hai 1.89 1/2 n.	40,000	t. 50	all	135	Feb.	70	Nov. 105	90	{ Dividend of Tls. 7 1/2 for year ending 30.6.15 }
Miscellaneous.									
China Borneo Company, Ltd. 10 b.	60,000	\$12	all	12	May	10	Dec. 10	10	85 cents for 1914
China Light & Power Co., Ltd. 4.80 n.	50,000	\$5	all	4.80	July	4	April 4 1/2	4 1/2	6% for year ending 28.2.06
Do. (Spec. shares) 4.80 n.	50,000	\$1	all	9	Jan.	7	Nov. 10.10	8.00	70 cts. for 1914
China Prov. L. & M. Co., Ltd. 9.80 b.	125,000	\$10	all	39	June	35	Aug. 34	34	\$1.25 for year ending 31.7.15
Dairy Farm Company, Ltd. 33 1/2 s.	40,000	75	6	6.00	Jan.	5	Dec. 11	6.70	50 cts. for 1914
Green Island Cement Co., Ltd. 10 1/2 s.	400,000	\$10	all	49	Jan.	36	Nov. 45	39	\$2.00 per share for 1914
Hongkong Electric Co., Ltd. 44 1/2 b.	60,000	\$10	all	217 1/2	July	174	Dec. 190	184	Interim of \$2 account 1915
Hongkong Ice Co., Ltd. 190 b.	6,000	\$25	all	25	June	22	Apr. 34 1/2	25	Interim \$1 for year ending 30.6.15
Hongkong Rope Mfg. Co., Ltd. 34 1/2 b.	60,000	\$10	all	13 1/2	July	7 1/2	Feb. 5.90	4.80 x div.	{ \$10 % for 1914 }
Hongkong Tramway Co., Ltd. 5 1/2 s.	325,000	5/-	all	64 1/2	Mar.	28	Dec. 42	36 1/2	{ Interim of T. 1 making T. 1 a/c 1913 }
Langkate 1.39 b.	260,000	\$10	all	10 1/2	Jan.	9 1/2	June 10	9	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Peak Tramway Co., Ltd. (Old) 94 b.	25,000	\$10	all	93 cts. Jan.	75 cts. Dec.	75	Dec. 81	30 cts.	None
Do (New) 85 cts. b.	50,000	\$10	all	—	—	—	—	—	\$1.50 for 1910
Philippines Ld. 4 b.	75,000	\$10	all	—	—	—	—	—	None
H. Price & Co., Ltd. 5 s.	12,000	\$10	10	—	—	—	—	—	None
Societe des Pulpes et Papier-teries du Tonkin 20 b.	13,200	\$50	all	5.00	June	4	Nov. 3 1/2	3.60	25 cts. for year ending 31.5.15
Steam Laundry Co., Ltd. 34 b.	20,000	\$5	all	22 1/2	Feb.	17	Jan. 18	16	{ \$1.00, per share for year ending 31.12.1914 }
Union Water-bent Co., Ltd. 116 n.	27,723	\$10	all	8 1/2	April	6.90	Dec. 6.90 x div.	6 1/2 x div.	60 cts. for 1914
Watson and Co., Ltd. 86 1/2 b.	90,000	\$10	all	9 1/2	Jan.	6 1/2	Dec. 7	6	30 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
William Powell, Limited. 86 1/2 n.	21,000	\$7	all	9 1/2	Jan.	6 1/2	Dec. 7	6	\$1.50 for 1914
S. O. Morning Post 29 b.	6,000	\$25	all	30	June	92	Dec. 29	29	

LATEST RUBBER QUOTATIONS.

Anglo Java Estates Ltd. Tls. 11 buyers.	Ayer Panas (Straits) \$5.40 buyers.	Kempas (Straits) \$3.70 buyers.	Sandycrofts (Straits) 5.40 buyers.
Ling's 14/8 buyers 15/6 sellers.	Balgownie (Straits) \$3 1/2 sales buyers.	Malaka Pindas (Straits) \$1.60 buyers 1 1/2 sellers.	Pajam (Straits) \$10.40 buyers 10.50 sellers.
Nordans 18/- buyers 18/9 sellers.	Changkat Sordangs (Straits) \$5.50 buyers 5 1/2 sellers.	Malakoffs (Straits) \$3.40 buyers 3.55 sellers.	

WRIGHT & HORNBY,

Share and General Brokers

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, FRIDAY, 1915.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS." THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Wright and Hornby in their weekly share report state:— During the early part of the week prices generally declined slightly but quickly improved, the market closing with a decidedly firmer tendency.

Bar Silver is quoted at 24 7/16 per oz. for ready. Exchange on London opened to-day at 1/10 T.T. On Shanghai 76 1/2 T.T. and 7 1/2 for 3d/s bills. Banks.—There have been small sales of Hongkong and Shanghai Banks at \$830 and more shares are obtainable. Marine Insurances.—Unions have been sold at \$950 and close with sellers at this figure. Cantons are offering at \$425. Sales of North Chinas are reported at Tls. 175 ex. dividend. Yangtzes are quoted \$255 buyers ex. 78. Fire Insurances.—China Fires are quiet with sellers at \$155. Hongkong Fires could probably be obtained at \$420. Shipping.—Indo-Chinas changed hands at various rates down to \$153 December but close with buyers at \$153 1/2 for cash and at \$156 December; a fair business has been done for the November December and January settlements. There are buyers of Hongkong, Canton and Macao Steamboats at \$10. Douglas's are firm at \$88 after sales at \$87, \$87 1/2 and \$88. Star Ferries are on offer at \$39.

EXCHANGE.

Selling.	T/T Marks.....	Discount per \$100:
T/T Demand.....1/10	Demand Germany.....	Chinese...20 cts. pieces \$20 3/8
30 d/s.....1/10 1/16	T/T France.....2.53	Hongkong 20 cts. pieces \$10 3/8
60 d/s.....1/10 1/8	Demand Paris.....2.53	Chinese...10 .. \$19 1/2
4 m/s.....1/10 1/4	On Haiphong.....7 1/2 prem.	Hongkong 10 .. \$10 3/8
T/T Shanghai.....76 1/2	On Saigon.....7	
Private 30 d/s slight	On Bangkok.....84	
T/T Singapore.....78 3/8	Buying.	
T/T Japan.....86 1/2	4 m/s. L/C.....1/10 5/8	
T/T India.....137 1/2	4 m/s. D/P.....1/10 3/4	
Demand India.....137 1/2	6 m/s. L/C.....1/10 7/8	
T/T Bombay.....137 1/2	30 d/s. S'ney & M. 1/10 7/8	
Demand Bombay.....137 1/2	30 d/s. San F'co & N.Y. 43 7/8	
T/T Calcutta.....137 1/2	4 m/s. Marks.....Nom.	
Demand Calcutta.....137 1/2	4 m/s. Frances.....2.64	
Demand Manila.....84 1/2 Nom.	6 m/s. Frances.....2.69	
T/T San F'co & N.Y. 42 3/8	Gold Leaf per oz. \$59.40	
Demand, New York 42 1/2	Sovereign.....\$11.15 nom.	
T/T Java.....104 1/2	Bar Silver ready...24 3/8	
	forward.....	

SUBSIDIARY COINS.

Chinese...20 cts. pieces \$20 3/8	Hongkong 20 cts. pieces \$10 3/8
Chinese...10 .. \$19 1/2	Hongkong 10 .. \$10 3/8

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES:—
BOMBAY, LONDON,
CALCUTTA, MANILA,
CANTON, PANAMA,
CEBU, PEKING,
COLON, SAN FRANCISCO,
HANKOW, SHANGHAI,
HONGKONG, SINGAPORE,
KOBE, YOKOHAMA

CAPITAL PAID-UP \$2,500,000
RESERVE FUNDS.....4,120,000

(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital .. " 30,000,000
Reserve Fund .. " 20,000,000

Head Office.—YOKOHAMA.

Branches:—
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Shanghai, Tientsin, Yokohama.
Agencies at:—
Nagasaki, Newchwang, Peking, Port Arthur, San Francisco, Seoul, Singapore, Tientsin, Tokyo, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
RISHI ONO, Manager.
Hongkong, 21st October, 1915.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital.....£1,200,000
Reserve Fund.....£1,800,000
Reserve Liability of Proprietors.....£1,200,000

FOREIGN EXCHANGE AND General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
Wm. DICKSON, Manager.
Hongkong, 11th April, 1915.

THE ALEXANDRA CAFE

Cannot be beaten, if Equalled
For Broad Cakes, Confectionery and meals with Wines & Liqueurs.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$15,000,000
RESERVE FUNDS:
Sterling £1,500,000 at 2/-
— \$15,000,000
Silver .. \$18,000,000

Reserve Liability of Proprietors.....\$15,000,000
COURT OF DIRECTORS:
Hon. Mr. D. Landale, Chairman,
W. L. Pattenden, Esq., Deputy Chairman,
S. H. Dodwell, Esq.,
G. T. M. Edkins, Esq.,
C. S. Gubbay, Esq.,
P. H. Holyoak, Esq.,
J. A. Plummer, Esq.,
Hon. Mr. E. Shalloo, CHIEF MANAGER.
Hongkong—N. J. Stabb, MANAGER.
Shanghai—A. G. Stephen, London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.

THE MERCHANT BANK OF INDIA, LIMITED.

Head Office 15 Gracechurch Street, London.

Authorized Capital.....£1,500,000
Subscribed .. " 1,125,000
Paid Up .. " 562,500
Reserve Fund .. " 500,000

BANKERS.

The Bank of England.
The London Joint Stock Bank, Limited.

BRANCHES.

Bombay, Calcutta, Colombo, Delhi, Galle, Hongkong, Kandy, Karachi, Kota Bharu, Kuala Lumpur, Madras, Penang, Rangoon, Shanghai, Singapore.

HONGKONG BRANCH.

Every description of Banking & Exchange business transacted.
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.
C. CHAMPEIN, Acting Manager.

